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The Schweinler Press

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Japan—the Land of Children

In no other land in the world are there as many children proportionately as there are in Japan. In that country they reign supreme. There are over 15,000,000 children in a territory not as large as the State of Montana. On this page are given glimpses of the customs and amusements of the little ones of the Flowery Kingdom

Photos by JILL JONES



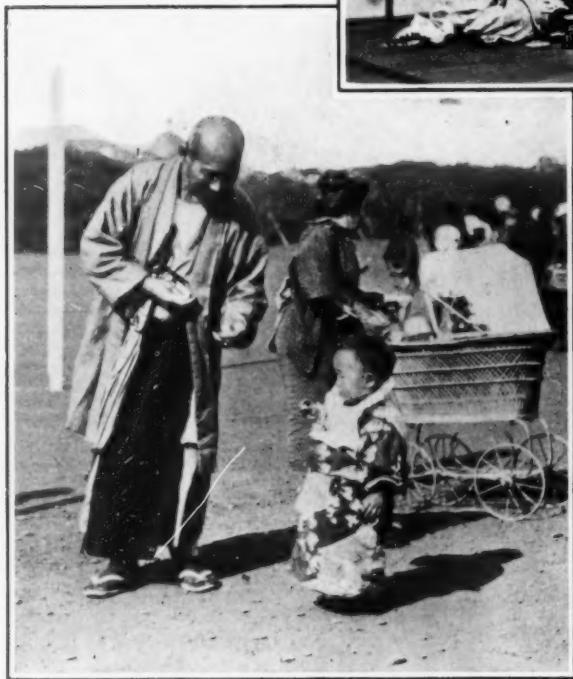
In Japan the men are often seen tenderly caring for the wee ones. Grandfather trundles the babies through the parks daily in their funny carts.



Handsome maids of Japan holding an indoor doll festival and tea. This doll party is held regularly each year on the third of March by all the little girls of Japan



A mother and daughter of the better class enjoying an outing in the public parks, of which there are many in Japan. Children never wear all white, which is the color of mourning.



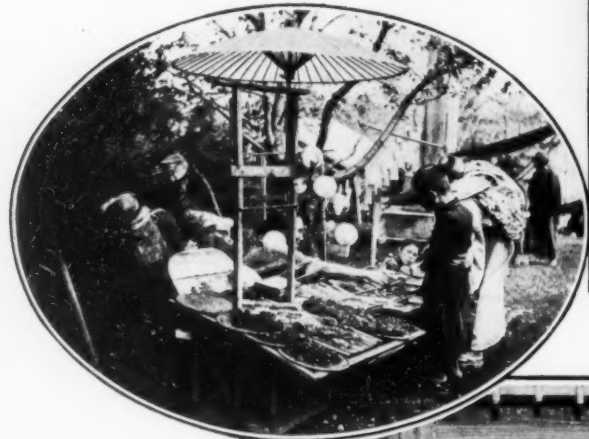
An elderly Japanese who daily amuses the children who visit the parks by playing games with them and telling them stories of the brave samurai and folk-lore of Japan.



A lost balloon.



The "Ame" man makes enchanting toys from rice dough and barley sugar and chatters for hours with his youthful customers. The "Ame" man, the pancake man and the seller of sugar jelly are familiar to every child of Japan.



The "popped peas" stand is also a favorite with youngsters having a few coppers. Popped peas are a delicacy, and it's a proud child who can afford the treat.



Every Japanese child, too, owns a "puppy-cat." It is supposed to ward off danger and evils from its possessor.



Japanese boys at school. The young students don skirts over their usual kimono. The skirt is generally made of material embodying the school colors.



The game of "jackstones" is played a lot by the little girls, only for a ball a bag of sand is used and the "jacks" are small, smooth pebbles. Very young children mother the babies, which are strapped to the back. In cold weather a heavy kimono-overcoat is put on over baby and all.



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EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXVII.

Thursday, August 7, 1913

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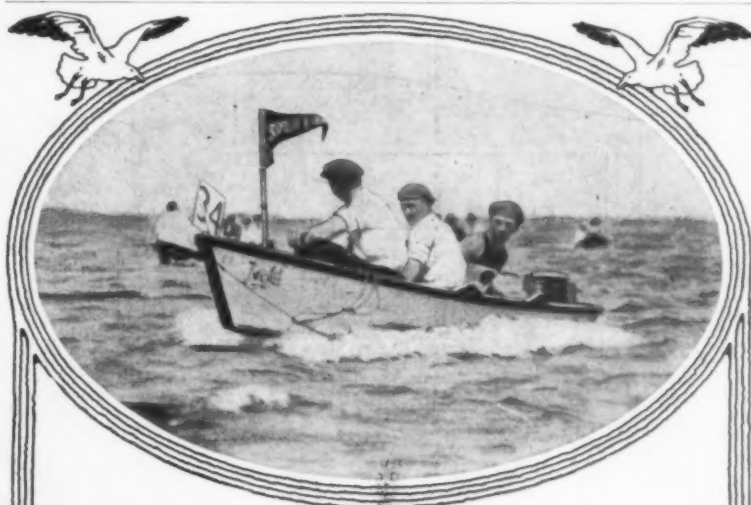
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The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words. Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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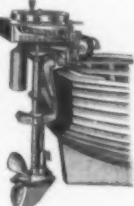
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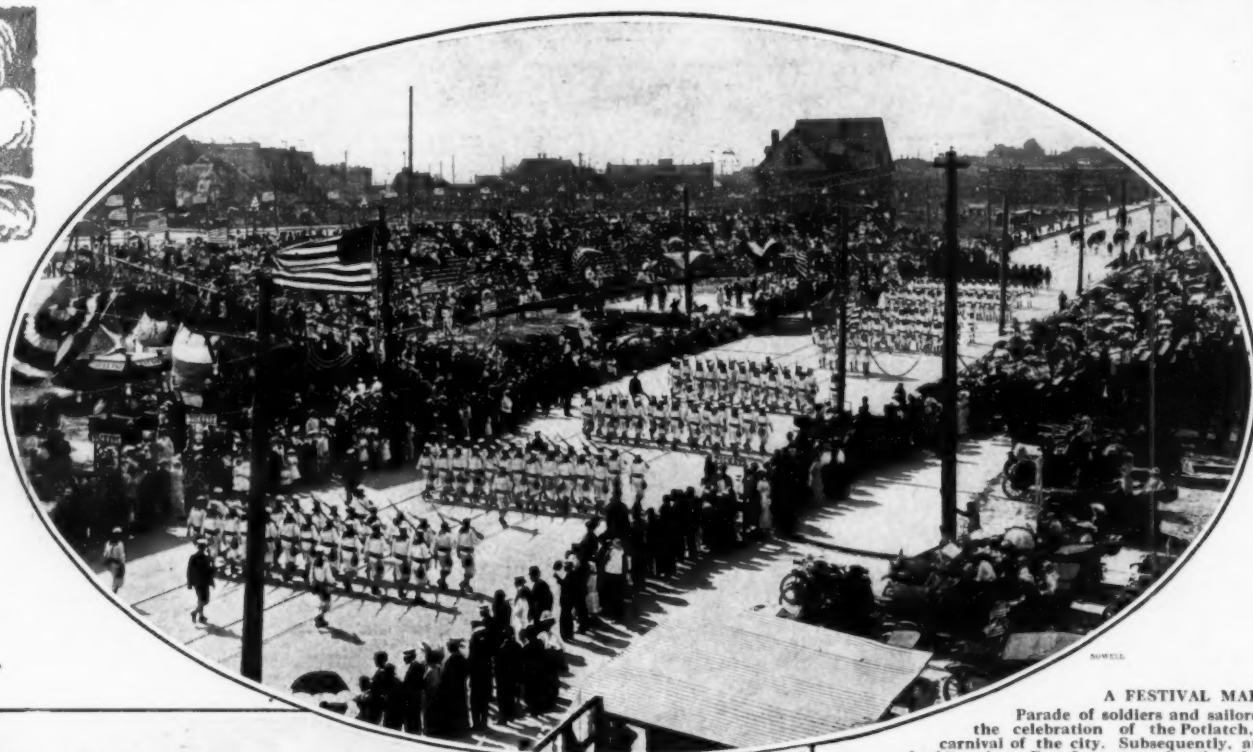
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News of the Time Told in Pictures



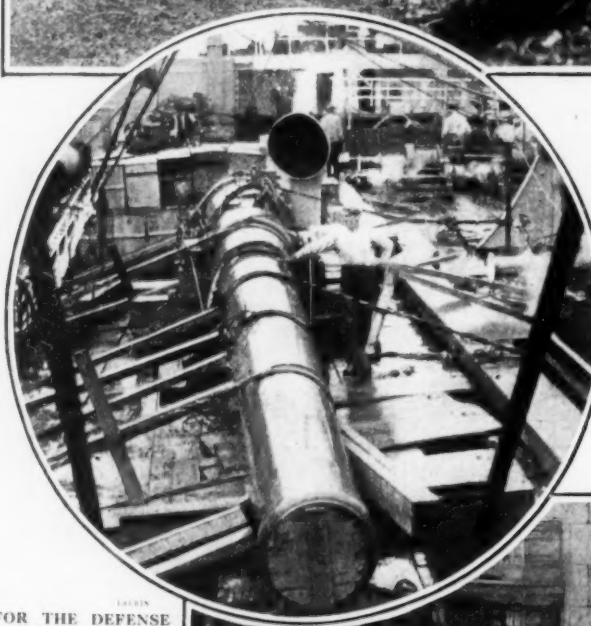
A FESTIVAL MARRED BY A RIOT

Parade of soldiers and sailors at Seattle during the celebration of the Potlatch, the great annual carnival of the city. Subsequently, at night, thousands of soldiers from Fort Lawton and sailors from eight warships anchored in Elliott Bay marched through the streets and, after heated speeches at the grand stand seen in the picture, raided the headquarters of the Industrial Workers of the World. The raiders demolished the rooms of the organization, threw the furniture out of the windows and started a bonfire. They were cheered by more than 50,000 persons. The pretext for the raid was an address delivered by Secretary of the Navy Daniels the previous night in which he remarked that people who believe in the red flag (the emblem of the I. W. W.) should be driven from the country. The Secretary, however, did not intend to apply these words locally. The day after the riot Mayor George F. Cotterill issued a proclamation closing saloons and suspending the Times newspaper on the ground that it was an inciter of trouble. The paper secured an injunction and its publication went on.



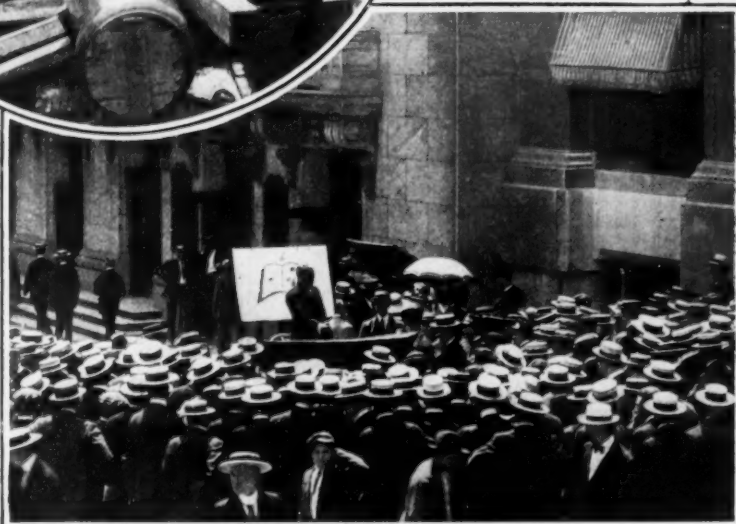
NOVEL USE OF TIN CANS IN WAR

Camp Seit Lake, Jolo, P. I., where Capt. John Watson, 8th Cavalry, was killed a few months ago and Lieut. Kinzie B. Edmunds, 8th Cavalry, was seriously wounded by hostile Moros. The camp was surrounded by a barbed iron fence with tin cans hanging on the latter, to prevent the Moros from sneaking through the fence at night, the cans rattling when the fence was interfered with. In subsequent fighting the hostiles were completely routed. The native constabulary did heroic work in suppressing the uprising which was due to an attempt to disarm lawless Moros.



FOR THE DEFENSE OF HAWAII

Shipping from San Francisco the first big gun ever sent from a Pacific Coast port by Uncle Sam. It is a 14-inch rifle weighing 60 tons, and 40 feet in length. Seven men can crawl into it, one behind the other. This and three other like it will constitute the battery that will defend Pearl Harbor, Hawaiian Islands. This battery will be able to shoot 1,300 pound projectiles into the ships of an enemy 14 miles away.



CARRYING THE GOSPEL INTO THE FINANCIAL DISTRICT

The Rev. Dr. Robert F. Y. Pierce of the Second Avenue Baptist Church, New York, addressing an open-air meeting in front of the New York Stock Exchange, with an automobile as a pulpit. The preacher illustrated his discourse by drawing pictures with chalk on the easel seen beside him. The address was delivered under the auspices of the Evangelistic Committee of New York City, composed of clergymen and laymen of the various denominations. Last summer 1953 meetings were held.



A SPECTACULAR OIL TANK FIRE

Burning of a 55,000 barrel tank of oil which was struck by lightning recently 6 miles from Tulsa, Oklahoma. The tank belonged to the Waters-Pierce Oil Company. A few hours later an oil well just across the river from this burning tank caught fire from a lighted cigarette, causing an explosion. Two men were burned to death and several others were seriously injured. Fires in the oil-producing districts are among the serious difficulties of the business and every precaution possible against them is taken.



EDITORIAL

Panics!

PANICS are due to a state of mind. If the public is confident, happy and alert, no panics can happen.

Earthquakes, conflagrations, bad crops, tight money, wars and rumors of wars all shake financial centers, but if the public recovers its confidence the panic will not be felt very long.

We have had panics following these misfortunes at different times, but we have had periods of prosperity again and again in spite of such adverse conditions.

We have never had prosperity without confidence in business circles, and never a panic except when this confidence was impaired.

How great the responsibility of those who are spreading the gospel of discontent, supplanting confidence with distrust and hopefulness with fear!

See the army of workers going every morning to work with smiling faces and full dinner pails. What fate should be meted out to the man or party that would stop this march of toiling millions; that would drive the smile from their faces and sadden their brows; that would empty the dinner pails and open the soup houses?

What should be done with the demagogue, the anarchist, the dynamiter and disturber who are tearing down the factories, bankrupting the railroads, intimidating our captains of industry, crippling our bankers and pulling the foundations from under national prosperity?

The penalty should be all the heavier because that under the guise of devotion to the public welfare they seek to destroy public confidence.



A Strong Man Gone

WE have suffered the loss, recently, of some of our ablest captains of industry. The unexpected announcement of the death of Anthony N. Brady, of New York, at the Carlton Hotel, London, adds another to the list of notable American financiers who have passed away in the fullness of years.

Mr. Brady's life reads like a romance. A poor boy enjoying the opportunity of securing only a common school education, beginning life, as most of our great captains of industry began, in the humblest occupations, he rose to a place of power attained by very few.

He did this without adventitious aid. His own rugged personality, his grim determination and remarkable foresight, opened the door of opportunity where others had found it closed. Patient, plodding, resourceful, keeping his word and expecting every one else to follow his example, Mr. Brady advanced step by step from the shop of the humble merchant in Albany, N. Y., to the desk of a great financier, in New York City, with millions at his disposal and guiding the destinies of some of our leading industrial and public utility corporations.

There was no luck in his success. Those who knew him intimately wondered at his amazing and tireless industry. All the hours of the day and night were his for toil. His career is a fitting rebuke to those who prate about "the idle rich." He loved his work, not for the golden harvest he gleaned, but because of the satisfaction of success. This is characteristic of self-made men generally. They begin with a determination to overcome all obstacles, no matter how insurmountable. As they move onward, step by step, they feel the joy of the winner and the pride of mastery.

The potential influence of Mr. Brady was felt in many directions in the great financial operations of our time. Few realized the power of this silent man. He shunned publicity. He was seldom seen at public gatherings, but in the quiet circle of his friends he was the most genial and companionable of men. His ready wit, his quick intuition, his spirit of courtesy—all had their charm. Modest and unpretentious, making no display of his wealth and bestowing his benefactions with a generous but quiet hand, few realized, the power he wielded. One of the last of his thoughtful benevolences was a generous gift for the endowment of a nonsectarian maternity hospital at Albany.

The life of such a man cannot go out without leaving a profound impression upon all with whom it had been brought into contact, and without a general expression of sorrow. It is fortunate that his varied and substantial interests fall into the hands of his two competent sons, Nicholas F. and James C. Brady. Their intimate association with their father's affairs for a number of years justifies the belief that they will administer their charge not only with fidelity but also with marked success.

\$100,000,000



NEW YORK is the great entry port of the United States. Its bonded warehouses are crowded with merchandise of all kinds. The goods are going into the bonded warehouses to wait until the new tariff bill is passed, so that commodities admitted free under the new tariff will escape taxation, and those on which the tariff is reduced will pay less than they did.

It is admitted that by the time the tariff bill is passed these goods will reach the enormous value of \$100,000,000. There are already stored in the bonded warehouses hundreds of thousands of tons of sugar, coffee, knit goods, glassware, pottery, raw wool and canned goods, woolen, cotton and silken goods.

These are from China, Japan, Germany, France and England. They were manufactured by workmen who will never spend a dollar in this country and by manufacturers who will never pay a cent of taxes in the United States—except the meagre tariff tax.

Does anyone believe that this enormous rush of foreign goods promise higher wages or easier hours for the American workman? Does it promise more business for the American manufacturer?

If the working men of Japan, China, England, Germany, France and the other countries from which this enormous amount of manufactured goods is coming, were waiting on Ellis Island to have the doors unlocked so that they could be admitted to compete in our factories with our working men, what an outcry we would have all over the country, from leaders of labor. Why are they silent now?

A grave doubt exists whether the people of this country favor such a drastic cut in the tariff and such an increase in the free list as is proposed at Washington. It will be recalled that both the Progressive and Republican platforms were in favor of protection and that the combined Protection vote was a million and a quarter greater than that which was cast for the anti-protection ticket.

Senator Gallinger's proposition that the drastic cut in the tariff be deferred until a vote of the people on the subject can be taken this fall is in the line of progress.

Let the people decide!

Fair Play for Business Men

NO! It is not true and no one can prove it that "the American government itself can show no more scandalous instances of graft, waste and mismanagement than are discoverable in American business." And it is not true that "our captains of industry on the whole suffer from swollen heads." We regret to see observations like this in our distinguished and appreciated contemporary, *The Saturday Evening Post*. Business men of this country, as a rule, are as honorable as those of any other country. Our captains of industry are as modest, fair minded and just as those of any other country. In other lands these captains of industry are showered with the highest honors; while in our country they are haled into the courts as creators of trusts.

There was a whole sermon in what Mr. George W. Perkins said when he testified at Chicago in the government's suit against the International Harvester Company, that in putting this great corporation together he and his associates were simply trying to construct great business machines before other nations awoke to their possibilities. And there was a thoughtful reminder in his further statement that "Last year the head of the Massey-Harris Company of Toronto, a Mr. Jones, was knighted by the King of England for doing the same thing I have done in this country—building up an immense foreign field of sale for harvesting machinery."

It is high time that the business men of this country were appreciated for what they are really worth. We have no reason to be ashamed of them. Their best record is found in the wonderful growth and development of our prosperous country. This would have been impossible if our captains of industry had been guilty, as our friend says, of "graft, waste and mismanagement." The best evidence of the truth of what we say is found in the prosperity of publications like our contemporary, the pages of which are filled with the announcements of some of our most successful business men!



The Plain Truth

HOW? Has Uncle Sam no fear of the Sherman law? Does he really propose, under the new agreement for a protectorate over Nicaragua, to prevent any other nation from building a Nicaraguan canal in competition with our Panama Canal? Doesn't he realize that this would give him a complete monopoly of the Panama Canal traffic and cut off every other nation in the world? Dear old Uncle Sam. Must he too be haled into court under the Anti-Trust Law? We hope not. But how can he escape?

BAD! We are not so bad after all. All the great political parties, the Progressives included, have a lot of good in them. Enemies opposed Roosevelt because of his Santo Domingo agreement, McKinley was denounced because he wished to maintain our political influence in Cuba, and Taft was accused of having a "dollar diplomacy" scheme in connection with the Central American republics. But here is the Wilson administration making itself a foster father of Nicaragua, and Republican Congressmen are supporting the plan. Why should we have politics in matters that chiefly concern the patriotism and prosperity of the American people? Why not stand together for everything that makes for the public welfare? Why should the question of tariff, banking reform or foreign treaties be weighted down with politics? Why? Is there a reason?

WHY! Why don't the muckrakers take up the serious questions of public extravagance? Answer: because this means study. It means figure work. It means exactness. This is not in the muckraker's line. It is easier to throw mud, call names and denounce people. The Governor of New York State is publishing over his own signature in the *New York Press* an amazing expose of extravagance in the state administration—not only extravagance, but graft of such a flagrant character that the Governor proposes to hale the 'grafters' into court. This doesn't involve a few dollars. The state has been robbed of millions. Yet no comment is made, on this extraordinary disclosure, by the other newspapers in New York City. They devote columns to the return from Europe of Tim Sullivan, a Bowery politician, but they have no room to denounce the robbery of the taxpayers. Perhaps Tim Sullivan has a paid agent, as Becker, the convicted police lieutenant, had. For a consideration he secured publication in the newspapers of the tales of Becker's prowess, courage and efficient administration. In one instance, it was shown that a fake rescue by Becker of a drowning man was gotten up so that the press agent could recommend Becker for a medal of honor, and for promotion. What a humiliating revelation! Give Gov. Sulzter the support he deserves in his fight against the plunderers of the State treasury.



VERMIN! Never in the annals of Congress has such a pitiful exhibition been made as that of the so-called David Lamar (even his name is in question), when on the witness stand, the confession was wrung from his foul lips that he was the instigator of the investigations of the Steel Corporation and the "money trust" and that with the aid of a sham anti-trust organization, he had fooled some of the more credulous members of Congress into giving him their support. He hesitated at nothing. He pretended to have influence with the Speaker of the House and the Democratic leaders of both branches of Congress, and he impersonated Chairman Hilles of the Republican National Committee while conversing on the telephone with Chairman McCoombs of the Democratic National Committee. It will be a serious miscarriage of justice if such a man cannot be reached by the law and put where he can do no more mischief. "Vermin" is his fit and proper characterization.





PEACE!

Why not a Chautauqua Course on "Peace" in Mexico for the Honorable Secretary of State. There may not be as much money in it, but he will get a warm reception.

Drawn for Leslie's by E. W. Kemble

In the World of Womankind

By KATE UPSON CLARK

EDITOR'S NOTE—This department will be devoted to the use and the profit, and especially to the pleasure, of girls,—all kinds of girls, rich and poor, plain and pretty, gay and grave, wise and otherwise,—and they are invited to read it, contribute to it and comment upon it, approving or disapproving as they see fit. Their letters will always be carefully read and considered.

GOING TO BE MARRIED

The modern girl does not wear her heart on her sleeve, and it is hard to tell how she really takes things; but in the half dozen or more weddings which most of us attend every spring and fall, with a few more scattered in between, it seems as though of late she has been taking her marriage rather lightly.

We Americans are accused of regarding everything as a joke. Well, we have, as a nation, perhaps, a keener sense of humor than some of our brethren across the sea,—yet still we are called "intense," our workmen are said to work harder, and we are considered "extremists" in all departments. So, possibly this apparent flippancy means nothing. Maybe you girls are very serious deep down in your hearts.

There is no doubt that you are very much in love. That interesting Dr. Carito, who has just been "writing us up," says that the "commercial marriage" is almost unknown among us. He is right, we do marry for love, but sometimes mere passion is mistaken for love, and when that false fire dies down, there is nothing left but ashes.

We assume that you are marrying deliberately and thoughtfully for true love, and that you have a lot of it saved up in your hearts. You will probably need it all. Not because your Dick is not as good as other men. You would hate for life anybody who dared to suggest that he was not the very cap and button of manly perfection. But because it is generally hard to learn, after one is grown up, to live with anybody day in and day out, summer and winter.

In many different ways you have probably been told this, but you are not trying to realize it. It is enough to float down life's stream just now, full of the intoxication of your new joy. You know, of course, how to cook, how to judge of the food offered in the markets, how to keep a house clean and orderly. In these days of domestic science, the girls, the so-called "educated" girls, know more than their mothers did at the same age, about what is so happily called "the business of being a woman."

But have you thought very much about your new relatives? That is a point which is seldom guarded by our mothers in preparing their daughters for marriage. In fact, I never heard of a mother who had seriously warned her daughter of the whirlpools and quicksands likely to be encountered in entering into the new relationships which marriage brings. Of course, there must be such mothers, but they must be rare. One is led to this con-

clusion because there are so many troubles in families because of the "in-laws." In fact, it is asserted that a large proportion of our divorces are caused by mothers-in-law and sisters-in-law. The fathers-in-law and the brothers-in-law seem to be less mischievous. (They are not around at home so much of the time.)

How many mothers instruct their daughters that they must try to love their husbands' relatives just as well as they love their own? Very few,—and many will assert that no such instruction should be given; but some of us think that it ought. It is a safe thing to do,—for the chances are 10,000 to one that no girl could ever go so far as that, try as faithfully as she might.

But she can surely learn to love her husband's family, and she will add immensely to his comfort by so doing. Their "ways" are doubtless very different from hers. Sometimes they receive her with coldness and suspicion; but by patience and kindness and loving attentions she can usually win them. It is her mother's part to teach her this patience and kindness before she is married. The art of being a good daughter-in-law is a noble one, and like all other arts it can, to a considerable extent, be taught.

The mother who can teach it is likely to be a good mother-in-law, and she is not so common as she should be. For every woman who aspires to be a good mother, there are probably thousands who never thought that it is just as important that they should be good mothers-in-law as good mothers; but it is.

Girls, make up your minds to be good and loving daughters-in-law, as well as good wives. You have no idea how far your happiness is going to depend on that decision.

A HAPPY GIRL

A very rich man, now dead, related this story not long ago to a friend:

"You know that anybody who has a reputation for having a kind heart and some money has a great many requests for help of various kinds, and I think that I am even more pestered in this way than most others are. At any rate, I have so many begging letters that I years ago forbade my secretary to show any to me unless they should happen to be of a very uncommon nature."

"One day he appeared with a letter in his hand which he said he thought I ought to see. He knows that I have a sense of humor, and that I could get a good laugh from this epistle, even if nothing more should come of it. The letter was from a girl who said that she was 16 years old and was attending a very fine and expensive school."

Her parents, she said, were not rich, but they wanted her to have a good education and were straining every nerve to give it to her. She said that her mother and she made her dresses, often sitting up far into the night to do it, but there was one thing which she wanted very, very much, and which they could not afford to get for her. Every other girl in the school but herself had a silk petticoat. "And, oh, dear Mr. Blank," she said, "they do rustle so beautifully when the girls go across the room, while I do not rustle at all, and you don't know how poor it makes me seem, and dreadfully conspicuous. They tell me that you are very good, and that you are sorry for people in trouble. Now don't you see what terrible trouble I am having? Oh, if you would only send me the money to buy a silk petticoat, you don't know how happy I should be."

"Well, I felt that I should be less than human if I should refuse a prayer like that, so I sent her twenty dollars and told her to go and get herself a nice silk petticoat. You should have seen the ecstatic letter that I received a few days later. She had gone out at once and had bought herself 'a perfect beauty,' and now she was the happiest girl in the world. She had worn her new acquisition to school, 'and now,' she said, 'I rustle with the rest!'"

SHE MADE THE WRONG CHANGE

The change was plainly wrong. The cashier had returned fifty cents too much. It was a cruelly hot day. Perhaps that was one reason why the girl behind the counter gave a sharp little "oh" of distress when she detected the mistake.

"Would you be willing to wait a moment?" she asked of the lady who was buying.

The lady was in a hurry, but there is a sisterly feeling in the air in these days, and her heart had been touched by that "oh,"—so she sat down on a stool and waited. The girl consulted an older official. It was a woman of dignity and evident authority.

"Would you be willing to do a great favor?" she pleaded humbly when she came back. "It is such very hot weather, and this girl almost never makes a blunder, and she will be docked fifty cents if she is reported."

"Well?" inquired the customer, not unkindly.

"It is a great deal to ask," the girl went on hurriedly. "It will take ten minutes,—perhaps more,—but if we send up the package and check again, it is sure to come back all

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Love of Display and Showing Off—

A Menace to the American People

by MEDORA MIX

PROLOGUE:

HERE IS A STORY FROM REAL LIFE. Brown was a bookkeeper. He was young, energetic and anxious to make the most of his opportunities. He had been in the one position a number of years. His integrity was unquestioned.

Brown had a wife; a pretty, gentle little woman, of whom he was exceedingly fond. Mrs. Brown attended church societies, belonged to a neighborhood club, and enjoyed the companionship of friends.

When they were married Brown was advised to rent a cheap apartment and live strictly within his means. But Mrs. Brown yearned for social pleasures. She wanted to live near her friends, to entertain, to do as other women did, to be "somebody."

So into a well-appointed apartment they moved. Mrs. Brown said they could save on other expenses. Brown did not eat much. Nor did Mrs. Brown. Hence their grocery bills would be small.

Mrs. Brown accepted invitations for teas and entertainments, luncheons and church socials. Soon she concluded she must reciprocate the attentions shown her. To this her husband assented, hoping to save in some other way.

The Browns gave entertainments, friends came for dinner. Brown felt the pressure, but dreaded depriving his wife of the pleasure of it all. Besides, his social activity gave him standing.

But bills were piling up. How were they to be paid? Soon creditors began annoying him. It would not do to have his friends know of his financial difficulties.

Brown thought to relieve the situation by securing a loan from a money-lender. Then came oppression. He was unable to meet the demands of the loan shark. Driven to desperation, he manipulated his books so as to make temporary use of money entrusted to him. Thus he rid himself of his oppressor.

This was discovered by Brown's employer. The bookkeeper was arrested. When Brown had an opportunity of starting out again he eliminated social pleasures that he could not afford; he forgot false pride. Brown had been taught a bitter lesson.

ARE pride, extravagance and love of display undermining the prosperity of the American citizen? Have the problems that now beset the nation been created by a false idea of living, by social ambitions and tendencies that lead to debt and chaos? Is the national American temperament becoming one of vanity, artificial pride and propensities to "show off," ape the wealthy and prominent and travel a fast pace?

To these questions a number of representative Americans who have made a study of modern economic conditions answer, "Yes;" and in so believing warn the people to curb these tendencies which they consider dangerous in the extreme. In the not-distant future a crisis is seen for the nation unless there comes an awakening in the public mind to the necessity of lessening waste, stamping out extravagance and slackening the pace of living.

Social ambition; the prevailing custom of entertaining; the many-hued woof of the fabric of society are regarded as elements of the national American life that have opened the gates of an avenue paved with extravagance that will lead to calamity unless the system of living be changed. This tendency in living is said to have reached nearly all classes. Each element of American society has its own ways and obligations; each demands that those of its ranks conform to certain standards. The man of moderate means even finds himself called upon to measure up to these set, social rulings or risk having his family cast without the pale of society.

It is the disinclination of people to submit to social unrecognition, even though their financial condition demands their doing so, that constitutes the danger that is seen in the present aspect of American social affairs. The question resolves itself to one of the cost of maintaining the home, primarily the expenditure for food. Here is the crux of the situation. People no more economize and limit their buying to their incomes, according to observers; they seek eagerly to live like their neigh-

bor; keeping up appearances is the main object of their lives.

"I do not think the poor are the real sufferers from the high cost of living," said Dr. Henry B. Favill, president of the City Club. "Nor do I think the very poor are in any way to blame for the advance of prices. It is the middle classes, the wage-earning people who want to live well upon whom much of the responsibility should be placed, and it is also upon them that the hardship of the high prices fall. The higher prices are not as great, however, as the embarrassment suffered by these people. There is some element between the actual cost of products and the hardship of this class that has got to be accounted for. That factor has changed the entire standard of living."

"Are these desirable elevations of standard, or are they not? Are people made happier by them? My answer is, the development in those directions has gone too far. People are putting more stress on style, finery and perfection of detail than is profitable, even from a social point of view."

"In all walks of life people have drifted away from the

simple, and it is that factor in the case, to my mind, that is responsible for very much the largest percentage of the hard times that are ascribed to the high cost of living. This makes a difficult situation. People must get away from it. The whole outlook is false. Wastefulness and extravagance should be stopped before they go too far. People should be taught that they should live within their means. Mrs. Smith should not be unhappy because she can not give a party like Mrs. Jones next door."

Prof. Charles Zueblin, formerly of the University of Chicago, who has become famed as a student of living conditions, said: "There is no doubt that love of display and extravagance are qualities of the American of today that are working great injury. The waste and improvidence of today are not things to be passed over lightly. Everybody is living ahead of his income; everybody wants to appear as important and affluent as possible. They buy much and stock their pantries, serve fine meals, not so much from an epicurean taste as from a desire to show off. The people of today are too lavish. This is bound to have a very marked effect on conditions. But how are we to curb this wasteful tendency? I do not know that this is true of every class, but it creates a condition that affects all classes alike."

Mrs. John O'Connor, president of the Chicago Woman's Club, speaking from the standpoint of a woman, a house-keeper, a club and social worker, said: "The social side of eating has many bad effects. It causes people to get into debt, to form a habit of living beyond their means and get in debt; it leads to the habit of over-eating. Then there is the rivalry between entertainers which is something to be considered. It is of more importance than one would think at a moment's notice. Our whole phase of life is wrong. We are living at too high a pressure. Entertaining is done generally, and often causes much

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The man leered at her. "Thanks awfully," he said, and then, in a sharper tone and to Nona: "Now don't be so confounded long or we'll be late for luncheon."



For the Sake of Her Soul*

By REGINALD WRIGHT KAUFFMAN

Author of "The House of Bondage," "The Sentence of Silence," "Running Sands," etc.

SYNOPSIS OF PRECEDING CHAPTERS

Joe Meggs, a girl of seventeen, lives with her father, nervous stepmother, and two half-brothers in a Bronx apartment. Without her stepmother's permission she goes with her friend, Nona Coolidge, to a matinee and, afterwards, to the *Hotel Monopaheta*. The girls order chocolate sundaes. Leaving the hotel, they collide with Geoffrey Boden, who rescues Nona's purse. After some parley, they accompany him for a second sundae. Joe at first supposes Nona to be acquainted with Boden. Nona introduces Joe as "Miss Worthington." Boden invites the girls to dine with him, or failing that, to meet him and a friend at Deschamps' cafe. The girls refuse and hasten home. It is late. Mrs. Meggs, overwrought, loses her temper, and Joe is driven from the house. Mr. Meggs follows and consents to Joe's spending the night with Nona. Nona persuades Joe to accompany her to Deschamps', where they pass a pleasant, and, as they think, innocent evening. Returning, Nona and Boden's friend start first, leaving Boden and Joe to follow alone in a second taxi. Boden makes love and kisses Joe. He is repulsed. During the next few days Joe looks for work. She secures it in Mrs. Manitoby's Second-Hand Clothing Shop. There for the first time Joe learns of the trade of the streets. Joe's father dies, and Joe, alone, (for her stepmother goes to Connecticut) decides to share a bedroom with Gwen, one of the Manitoby sales-girls. Months pass. One night Joe accepts an invitation to a dance with Gwen and two young men of Gwen's acquaintance. These four later go presumably to a second dance. Once in this house, beyond the reach of aid, Joe suddenly realizes that she has been terribly tricked. Joe throws a water-bottle at the young man who had, earlier, acted as her companion. Interview between Mame Levitt, the madam of the place, and Joe. In a moment's inattention from the others, Joe telephones to Boden, who quickly responds to her summons. There is a misunderstanding between Joe and Boden, both because of where she is and because he learns that her name is not "Worthington." Boden, nevertheless, arranges her escape. But Mame Levitt makes him again disbelieve in the girl by saying: "We never wanted her around here. . . . She's no good, she isn't. I've known her for two years." Geoffrey disbelieves Joe's protestations of innocence. He accompanies her to her boarding-house, which is locked for the night. He offers her his room, himself to go to a friend. When he bids her "good-night," his impulses overcome him, and he kisses her. Joe finally locks the door after him. Joe interviews Gwen, who seems to think she was doing Joe a good turn. Gwen reminds Joe of her debts and tells her that she must do something and do it quick.

Chapter the Eighth

SECTION I

WAS it worth while to be "good?" That question burned itself upon Joe's brain with letters of fire. She was like a skater that has been for hours undoubtingly skating over a deep pool and suddenly sees that the ice upon which he has relied is of the thinness of paper; like a judge that after years of administering the law, comes to wonder whether law is justice; like a priest that in the midst of the communion-service, amazedly finds himself unduly possessed by the physician's dismal tendency to confound the spiritual with the physical. And the question would not be dismissed; it was determined to remain until she could evolve a final answer.

Weeks went by, but not that question. The drudgery of the shop; the cramped life of the boarding-house: these things continued with unvarying monotony, bringing no prescience of future relief. Was then nothing else ahead? Could there be anything else ahead? Her entire existence was drab and dusty. It was so ordered that, though day dawned and died, in the girl's heart it was always twilight; the seasons, she was sure, must change and pass, leaving her soul a barren landscape before the first snow of winter, dry and forlorn; dead, but unburied.

The nightingale, that "serene creator of immortal

things," sings its sweetest in seclusion, and the human mind, it has often been said, grows best in its moments of solitude; but seclusion is not necessarily captivity; solitude may be continued until it becomes oppressive and abnormal, and Joe felt that her life was becoming that of a prisoner condemned to the dungeon. She saw that enjoyment was the right of every individual; she saw that the individual who was all brains or all dogma generally had a dull time; she saw, in a word, that enjoyment could very well be wholly independent of intellect and religion. Whatever might be the lot of girls more fortunately placed, for girls placed as she was there seemed, at this dark time, only one road open for the pursuit of happiness. She still trembled at the vivid recollection of the horrors of that night in Mame Levitt's house, but she still remembered with a glow of warmth the softness of Geoffrey's rooms, and the light in Geoffrey's eyes. Not the sordid violence of a Johnson, but the thrilling insistence of a Boden, attracted her—and all the while her earnings decreased and her indebtedness, if it did not grow, was at any rate not lessened.

SECTION 2

"That green and black-net evening gown in the window. Let me see it."

The crisp, cool voice cut in upon her reflections late one morning as Joe, absorbed in unbusinesslike thought, waited, nominally on duty, in Mrs. Manitoby's shop. Joe looked up. Two persons stood before her, evidently companions. They were a man and a woman, and an experience in that emporium forbade any doubt of their relationship.

The man was plump and prosperous, slightly bald, with the air of one that is willing to buy his pleasures, but is sure first to haggle over their price. He was perhaps scarcely thirty-five years old, yet he showed the knowledge of a half-century. His eyes, which protruded above tiny bags of fat, were porcine, and his thin lips were cut in a selfish smile.

His companion also showed the tokens of an irregular life. She was clad with the sort of cheap radiance that was to be expected of a girl under such protection. Her fair face was young, but, though faultlessly rouged, rouged undoubtedly. She was erect and disdainful, blonde and blue-eyed; changed, or, rather logically developed, she was still unmistakably Nona Coolidge.

"Oh!" gasped Joe. She started to put out her hand, her heart bounding with gladness; but Nona met her with a calm stare that said, more distinctly than words: "Of course, I know you, but of course it won't do for me to know a clerk in a second-hand clothing store." Joe withdrew her hand; her heart seemed to stop beating; her cheek paled. "The gown in the window?" she repeated. "Green under black net? Very well; I'll get it. Just a moment, please."

The man leered at her. "Thanks awfully," he said, and then, in a sharper tone and to Nona: "Now don't be so confounded long or we'll be late for luncheon."

How she went through with it Joe never knew; but Nona—a gaudy yet materially exalted Nona,—a Nona physically glorified over the school-girl of last winter—managed her part with the air of an empress and the diplomacy of an ambassador. She wanted the dress, although the man thought its price too high; she wanted a set of furs that she saw beside her, although the man reminded her that she had two sets already; just as she was leaving, she chanced to see, and immediately want, an opera-cloak, although the man now growled outright at her extravagance—and she got everything that she wanted. Joe had a very human impulse: she asked higher prices than Mrs. Manitoby herself would have acquired. She felt hurt, and this was the revenge best to hand.

Nona walked out of the shop without a word of farewell, but the man raised his hat and leered again.

"Good-morning," said he.

Joe pretended not to hear him.

"Why didn't you say good-morning to him?" asked Gwen, who stood chewing, close by.

"I didn't want to," said Joe shortly.

Gwen was eying the departing pair with honest envy.

"Gee, he's a swell guy," she said. "I don't see why he brings her to Sixt' Av'nue, though. An', ain't she lovely?"

"She seems prosperous, anyhow."

"Doesn't she just? How much did they bring in?"

"A hundred and thirty dollars."

Gwen took the figure as a proof of her theories.

"There you are," she triumphed. "That's what I'm tellin' you. There's easy money all right, all right."

SECTION 3

Was it worth while to be "good?" Alone in the darkness of her bedroom that night, with Gwen again away, Joe once more debated the question as she was now continually debating it, but with fresh pangs. What was her "soul" that it should be "saved?" and who should say by what road salvation was reached? What was good and what was evil? The puzzles that have torn the souls of the profoundest philosophers since the world began, torn every other soul: to-night, along with countless other souls, they were tearing that of this little clerk from a second-hand clothing store on Sixth Avenue.

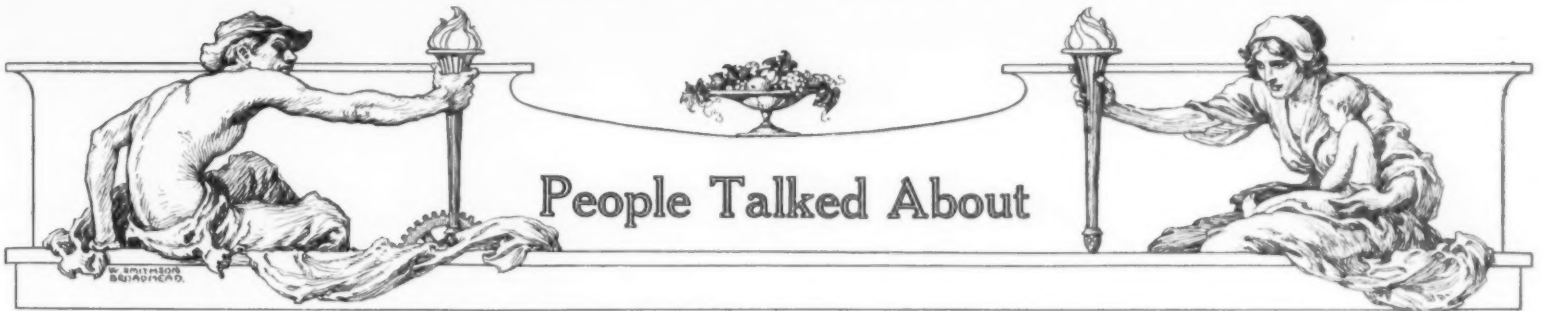
"Just want to be good": she had never forgotten that caution of her mother, or her vow to heed that caution, and now she lived again through the scene in which the vow was taken. She saw the pale and patient face upon the pillow, heard the voice so physically weak and so spiritually assured, felt the transparent fingers passing through her own gold-brown hair.

She did want to be good—but what was goodness? Shyly she wondered, yet daringly wondered, what was the cause of all this tangle that, she somehow felt, could, though she knew not how, be so simply solved, if only we would cleanly and fearlessly, and without selfish impulse, seek the solution. How about Gwen and the thousands like her? How about Nona and the

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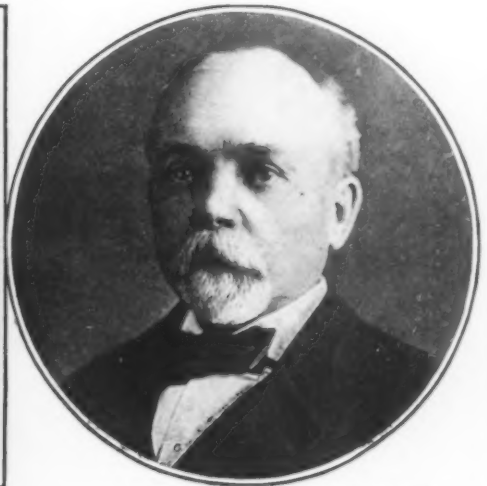




COURTESY HARRIS & EWING



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TRYING TO AVERT A STRIKE OF 100,000 MEN

Members of the newly appointed United States Board of Mediation and Conciliation, created for the purpose of settling the differences between 42 Eastern railroad companies and 100,000 trainmen and conductors. Left to right, G. W. W. Hanger, Chief Statistician of the Bureau of Labor Statistics, who is Assistant Commissioner of the new Board; Judge William Lea Chambers, of Washington, Commissioner of the new Board, and Judge Martin A. Knapp, of the Commerce Court, who sits in the Board with the two commissioners. The trainmen and conductors demanded a 20 per cent. advance in wages, entailing an additional expense on the roads of \$17,000,000 a year. The railroad companies stated that in 1910 their employees received increases aggregating to \$30,000,000 and that they could not afford to pay the advance recently asked for unless the Interstate Commerce Commission permitted them to raise the rates of freights on certain commodities. Twenty-nine of the 42 roads concerned have on their books nearly 183,000 stockholders, whose average holdings are less than 100 shares each. Many persons hold only one or ten shares and 42 per cent of the stockholders are women. If the railroad companies were not allowed to advance their rates the increased wages to the men would cause a reduction of dividends, to stockholders. The board held meetings in New York at which representatives of the men and the railroad companies were heard. The law provides that if the Board cannot directly settle the matters involved, the case shall be submitted to arbitration, each side choosing two men who will be empowered to select two additional arbitrators.



UNIVERSITY & LINDEN

BIG CONSOLATION FOR A BROKEN HEART
Miss Daisy Markham, the popular actress, who sued the Marquis of Northampton at London for breach of promise of marriage and was awarded damages of \$250,000. This is said to be the largest sum ever paid in England in such a suit. Miss Markham was engaged to the Marquis when he was Earl of Compton. The Marquis inherited a great fortune at his father's death and will not be inconvenienced by the award to Miss Markham. Miss Markham is well known in American theatrical circles. She says she will use the \$250,000 in buying a home and providing an income for her mother.



A GIRL WHO LIVED ON 50 CENTS A WEEK

Miss Clara S. Loewus of Towanda, Pa., aged 17, a student in the Ithaca (N. Y.) Conservatory of Music, who lived for twenty weeks on the sum of \$10. Here is her menu: Breakfast, cup of tea, two slices stale bread spread with peanut butter; luncheon, two slices stale bread, peanut butter, cup of cocoa; dinner, one boiled potato with dairy butter, two slices stale bread and peanut butter. On special occasions there were added tomatoes and eggs. Miss Loewus threw on this fare, was the picture of health, and did not enjoy regular diet when she went back to it.



RAIN

A QUEEN WHO APPEALED TO A QUEEN
Queen Eleonore of Bulgaria, who sent a message to the Queen of Roumania, begging that the recent advance of the Roumanian Army of occupation into Bulgaria be stopped, to avoid war. The appeal was of no avail, but the armies of the two states did not clash, and later Bulgaria offered territorial concessions to Roumania. Queen Eleonore was married to King Ferdinand in 1908. She took an active interest in the Balkan War against Turkey and supervised the Commissary and Hospital Departments of the Bulgarian Army.



COURTESY HARRIS & EWING



HARRIS

TWO AMERICANS WHO WILL BE PROMINENT IN SANTO DOMINGO

Hon. Walker Whiting Vick, recently appointed Receiver General of Dominican Customs, one of the most profitable of positions with annual fees of over \$15,000, and his charming and tactful wife, Mr. Vick was Secretary of the Inauguration Committee of 1913 at Washington. He will succeed W. E. Pulliam, and will have charge of the revenues of Santo Domingo collected at the customs houses. These will be applied to payment of interest and principal of the national debt of the republic. This arrangement has tended to conserve peace in Santo Domingo, as the customs revenues were used by leaders of rebellion for military purposes. Mrs. Vick will play an important part in the social life of Santo Domingo City, and will be the first mistress of the palatial home now being erected for the Receiver General.



HARRIS

OUR NEW MINISTER TO CHINA
Prof. Paul Samuel Reinsch, who has been appointed to represent the United States at Pekin. He has been professor of Political Science at the University of Wisconsin, has won wide repute as an able and learned educator, and has written extensively on political questions. He is the author of several books, which have been translated into foreign languages. He has represented the United States at Pan-American Conferences.



A FAITHFUL OFFICIAL HONORED

Thomas H. Wheeler, formerly General Purchasing Agent of the Standard Oil Company, who recently resigned after 40 years of continuous service and was entertained at a luncheon in New York and presented with a handsome testimonial by 100 officials and employees of the company, headed by Mr. John D. Rockefeller. Mr. Wheeler is a veteran of the Civil War.

The Railway As A Public Servant

By JULIUS KRUTTSCHNITT

EDITOR'S NOTE—The American public is at length coming to the belief that the railroad systems of the United States have not been having fair and considerate treatment. That conviction should be made complete by this article written by Julius Kruttschnitt, one of the foremost railroad men in the country. Mr. Kruttschnitt states the case for the railroads clearly, dispassionately and effectively. He indicates the need of more revenue to enable the common carriers to maintain and enlarge their equipment and to develop their efficiency up to the standard demanded by the public. Mr. Kruttschnitt's wide experience and his full knowledge of all railway matters commend him as an authority whose words should be heeded. Beginning his career as a teacher, Mr. Kruttschnitt entered railway service as a construction engineer in 1878, and in 1895 had become general manager of all the lines of the Southern Pacific railroad. Afterwards he was elected vice-president of the road, and later he was made director of maintenance and operation of the Union Pacific system. After the merger of the Union Pacific and Southern Pacific was dissolved, Mr. Kruttschnitt became chairman of the Executive Committee of the Southern Pacific Company.



JULIUS KRUTTSCHNITT
Chairman of the Executive Committee of the Southern Pacific Company.

THE railway is a public servant. This fact is now as clearly and unreservedly recognized by those who own and manage railways as by those who use their services and regulate them. In a different, but no less real, sense Congress, legislatures, the Interstate Commerce Commission and state railroad commissions are public servants. The duty of the railway as a public servant is to render good service to the public and charge only reasonable rates for it. The

public has given the lawmakers, commissions and some other public officials authority to see that the railways perform this duty.

It is evident that if the public is to get satisfactory results from its servant, the railway, it must take care that it be so treated that it will be kept in vigorous health. The railway cannot maintain vigorous health if it is not allowed sufficient earnings to sustain it in good physical and financial condition, or if burdens are imposed on it which are too heavy for it to bear. The immediate determination of what earnings it shall be permitted to receive and what burdens it shall have put on it is in the hands of the other servants of the public mentioned, chiefly the commissions and legislatures. If the railway is guilty of acts of omission or commission which are inconsistent with its public duty, these other servants of the public should adequately restrain and punish it. But when the railway is doing its best to perform its duty it is obviously contrary to the interests of the public for it to be subjected to unnecessary restraints and penalties.

Yet this is what is occurring at the present time. In a recent editorial, the New York Times said, "The railways no longer are subject to the reproach of resisting legislation or minimizing its effects and results. Their haughty spirits being subdued, is there not reason and room for hoping that the regulators themselves may realize the responsibility thrust upon them? Ultimately, the regulators are the people. . . ." Loyal and efficient service to their common master requires that the relations between the railways and the regulating authorities shall be co-operative and governed by a spirit of justice. In no other way is it possible for each to render the efficient service which alone justifies its existence. Why should the master with supreme control over all suffer one servant to be injured and embarrassed by the others in performing his duties?

It is sometimes said that the railway may properly be regulated in this way or that way in which other concerns may not be regulated because it is engaged in a public service. But does not the fact that it is engaged in a public service argue most forcibly for the greatest justice and considerateness in dealing with it? It has dedicated its property to a public use. Is not an obligation incurred by the master to shield from injustice and oppression the servant who has thus dedicated his resources to his service? Is it not even more important to the public that the concern which does serve it shall be considerately and fairly dealt with than that the concern which does not serve it shall be?

When Congress wastes millions of dollars and state legislatures squander millions more, there is hardly a passing comment. The money is easily obtained. It is raised by taxation; and when expenditures increase, whether for good reasons or not, taxes can be and are equally increased. The railroads, equally servants of the public, cannot raise money with such ease and facility. They can get it only by rendering the services of freight and passenger transportation. The national and state governments can make their incomes cover their expenditures because they control both the income and the expenditures. The railways must keep their expenditures within their incomes, because while they have some control over their expenditures they have almost no control over their incomes, their passenger and freight rates being fixed by public authorities. And, while the managements of the railways can to some extent control their expenditures, they cannot by any means completely control them. In consequence, in spite of all the managements have been able to do, operating expenses have been steadily increasing. This has been largely due to advances in wages, practically all of which have been awarded by arbitration boards. Most of these arbitration boards have been organized and have acted under the authority of a federal law, the Erdman Act.

In addition, the lawmakers and commissions have been imposing numerous requirements on the railways which have further increased their expenses, and often in ways that have actually reduced the railway servant's efficiency.

Within our knowledge no accidents to railway trains in this country have been proven to be due to their being insufficiently manned. American railways have spent some \$250,000,000 in equipping their locomotives and cars with automatic couplers and air brakes, which not only increase safety, but relieve brakemen of the danger and labor of coupling and setting brakes by hand. For some years the railroads enjoyed a return on this very large expenditure, because by reducing the number of trainmen that had to be employed and the total amount of wages that had to be paid it tended to reduce operating expenses and increase net earnings.

But in the past few years state after state has permitted its servants, the legislatures, to decree that additional men shall be employed by the railways in excess of their necessities, whether viewed from the standpoint of economical operation or of public safety. As a result of this legislation millions of dollars have been wasted in hiring useless labor—money which might otherwise have been so expended as to reduce the cost of railway service or improve its quality. The real purpose of this legislation has been to increase the number of men that railways must employ. The legislatures have, in effect, robbed the railways and given the spoil to unnecessary employees in order that the members of the legislatures might get the votes of railway labor. In allowing one servant to be thus robbed of the fruits of his thrift by a fellow servant, has not the master been clearly at fault? Has he not disregarded not only the rights of the servant who has been robbed but his own interest?

Again, laws have been passed to compel the railways to use special patented headlights on their locomotives. Acetylene headlights of high efficiency and closely approaching the electric headlight in brilliancy and power were already in use. The railways using these efficient and expensive devices were forced to discard them and incur heavy additional outlay for specialties promoted by inventors and private corporations whose claims were strongly advocated by lobbies of promoters and labor representatives whose disinterestedness had not always been above suspicion. Can the master escape responsibility for the waste thus forced on one of his servants by a fellow servant? What would the master think of a law that required him to replace the acetylene lights that he uses in some of his lighthouses with electric lights that served their purpose no better but cost ten times as much? What would the individual citizens of this country who own automobiles think if similar legislation were passed regarding automobile headlights?

The federal government and state after state have passed laws limiting the hours of service and efficiency of railway employees. Since the master permits his other servants to thus impose burdens on the railways, should he not also cause some consideration to be given in the regulation of the rates of the railways to both the necessary and the unnecessary burdens imposed on them? The Postoffice Department recently has found itself in a sorry fix similar to that in which the railways find themselves. The efficiency of its employees has been reduced. In consequence, its expenses have been increased. It has therefore demanded and received a large appropriation to restore the efficiency of the mail service. The railroad is a fellow servant of the Postoffice Department. It, however, cannot thus get an emergency appropriation, but must continue to pinch a narrowly limited income in order to meet the increased expense caused by an enforced reduction in the length of the working days of its employees. Scores of laws have been passed that increase the outgo of the railways regardless of their income and it often happens that a railway traversing two or more states is beset with conflicting laws in these various states to which it must adjust itself as best it can. Scripture teaches us that no man can serve two masters. How, then, can the railways be reasonably expected to serve forty-nine?

The effect of this unjust treatment of one servant of the public by his fellow servants, which is tolerated and condoned by their common master, is strikingly illustrated by the fact that between 1907 and 1911 the railways of the United States put \$2,044,417,000 of new capital into their properties on which they have received no return. Incredible as it may seem, the total return in 1907 on \$13,000,000,000 of invested capital was \$8,787,000 more than the return in 1911 on \$15,000,000,000 of invested capital.

The master and his servants, the regulating authorities, impose many requirements on the railway in the nominal or real interest of safety. The total number of "passengers" killed, including "persons carried under agreement," in train accidents in the year ending June 30, 1912, was 139. In "other than train accidents," the number of passengers killed was 179. Nearly all of these deaths were due to unrestrained personal carelessness; and this, in turn, was due to the master's neglect to require those who use the railway's service to exercise common sense to protect themselves against the necessary hazards of railway operation.

The total fatalities on the railways of the United States in the same year in connection with train operation were 10,195. Of these 5,434, or 53 per cent. of the total, occurred to trespassers. These fatalities to trespassers could

be prevented by the passage and enforcement of proper laws; and only thus could they be prevented. In other words, the master, through failure to prescribe and enforce preventive measures, was responsible for fifteen easily avoidable deaths every day during the year. In 1907 a train could run 2,900,000 miles before a passenger in the servant railway's care was killed in a train accident. In 1911 it could run 9,100,000 miles, or over three times as far. That is, travel on trains was over three times as safe for passengers in 1911 as in 1907. On the other hand, during the same period there was but a small reduction in the number of fatalities to trespassers in proportion to the number of train miles run. In 1907 one trespasser under the master's care was killed for every 210,000 train miles run, and in 1912 one was killed to every 240,000 train miles run. During this period the servant was diligent and careful, and the master grossly negligent.

The railway cannot render the service its master expects and demands without sufficient means. There is not a railway manager in the country to-day who is not fearful that under the press of increasing demands the transportation system of the country will in a few years break down unless the railways are allowed to earn larger funds wherewith to build it up. They must have more double tracks, terminals and yards; new and larger stations; they must eliminate grade crossings and make other improvements, to handle the increasing density of traffic resulting from the growth of population and wealth. There are vast sections of the country, especially in the West, where more railroads are needed, and they cannot be built unless the railways can raise new capital. Now, there never was such a world-wide demand for capital as there is at this time. And what are the facts as to the ability of the railways of the United States to get capital? There never was a time when railroad investments were more unattractive. The interest rates that the railways must pay are very high and they are steadily increasing.

People invest money in order to make money; and they are skeptical as to whether they can make money by investing in concerns that are dealt with stringently and unfairly. Railroad securities must be made more attractive to invite investment, and in order that they may be made more attractive the roads must be allowed earnings that will enable them to meet the increasing capital charges. People cannot be induced or forced to put money into enterprises that are discouraged and deadened by the arm of the law. Nor is it sufficient to induce investment that earnings shall be barely sufficient to pay fixed charges and modest dividends. In order that its securities may be salable, a concern must be able to build up a surplus as a defense against financial troubles. This practice is considered praiseworthy and a mark of prudent and efficient management when followed by other concerns, but the policy of the government in this country is to forbid the railroads from following the practice, and if, perchance, one does accumulate a surplus it at once becomes a target for attack.

There was a time when the people took little interest in the details of railway operation. During that period there were many abuses, but the development of railways went forward at a rate which has never been equalled in any other country. It was justifiable and necessary that the public should assert itself to stop the abuses. But it is not necessary in order to stop misconduct on the part of railway managements to destroy the efficiency of the railways and sap their financial strength. The public should understand that in exercising the power, it cannot shirk the responsibility, of the master. The welfare and health and strength of the servant must be conserved if he is to render the service which the master expects and needs.

Abolishing Rate Cutting

The State of New Jersey has waged warfare upon the rate cutters. An act to prevent unfair competition and unfair rate practices makes it unlawful for any merchant to discriminate by price inducement against the brand, trade-mark, reputation or good will of any maker in whose product the merchant deals, "except in cases where said goods do not carry any notice prohibiting such practice and excepting in case of a receiver's sale, or a sale by a concern going out of business." The dealer engaged in such a practice may be enjoined and shall be liable for all damages directly or indirectly caused to the maker, and, in the discretion of the court, the damages may be increased threefold.

When a manufacturer has put inventive genius and skill and advertising into the popularization of a product, it is only fair that he should be protected from the retailer, who, for the purpose of attracting trade, seeks to exploit the manufacturer's product. The public should be made to see that such a law is for their protection as well as for the protection of the manufacturer. The cut rate merchant may give a bargain certain days or on certain articles, but on other days and on other articles, "let the buyer beware."

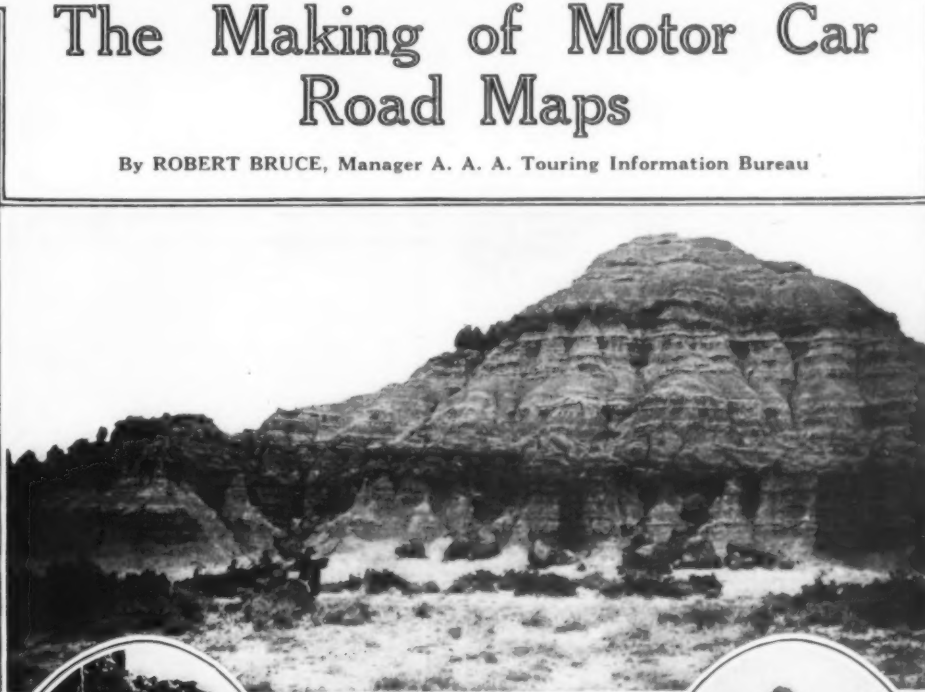
New Jersey's example will doubtless be followed by other states which have been debating such legislation.

The Making of Motor Car Road Maps

By ROBERT BRUCE, Manager A. A. A. Touring Information Bureau



Protecting a road against rock slides



Peculiar sandstone cliff formation in Wyoming



A gravel road in Weber Canyon, Utah

THE motor car reached its present capacity for distance travel with almost incredible rapidity; and was obliged meanwhile to make the best of road conditions as it found them. Of the country's vast mileage of highways, some gridironed a few closely populated sections, while others were only faint lines across the prairies, the mountains and the deserts. To a great extent these conditions are still with us; but a new era has already been entered upon, and the nation has undertaken to solve in a bold, systematic way, and in the spirit of the new century, perhaps the greatest and most important of its physical problems.

Only in recent years has any real system entered into road building in the United States for villages, townships, counties and even States, usually worked heretofore on independent lines; and often at cross-purposes. Through travel, as a part of the inter-state commerce it is now generally conceded to be, was not counted upon. These conditions, with the incompleteness of the United States Geological Survey maps, made the task of the pioneer compilers of route information for motorists a nearly hopeless one; and it is far from easy or economical even yet. For example, there is important territory within 80 air-line miles of New York City—west of the Delaware River, just north of the Water Gap—that has not yet been surveyed by the nation or the State of Pennsylvania; and yet it is crossed by roads so generally traveled by automobile tourists as to be practically indispensable in any comprehensive reference system prepared for their use.

The first long touring schedules in this country, with intermediate and total distances, turns, landmarks and general information, were brought out to serve as a guide for competitors in events designed to test the road-traveling capacity of early types of motor cars. In 1901 the pioneer club in the United States, the Automobile Club of America, laid out the longest route up to that time—New York to Poughkeepsie, Albany, Utica, Syracuse, Rochester and Buffalo—employing for that purpose a firm of surveyors, whose work was done with commendable detail, and no doubt at relatively great cost.

Publication was in the form of a book of strip maps, supplemented by reading paragraphs; and the most frequent reference in that pioneer roadbook was to places along the line where the contestants could secure water—probably 50 mentions of that fact in a trifle over 450 miles. Steam cars participated in that event, but even so it is curious reading at a time when round trips are frequently made between New York and Buffalo without taking water even once en route. The schedule called for perhaps half the speed maintained by the average touring party over the same route to-day.

This first run was carried through as far as Rochester, and there disbanded on the news of the death of William McKinley. The next year's tour of the A. C. A. from New



In the heart of Grand River Canyon



Where the road must follow the river



A spire-like rock in Colorado

used since was established, though it has naturally been greatly improved through longer experience and the participation of a considerable number in its development. Of course, an odometer covers surveyed and unsurveyed territory with equal facility, and its readings can be taken off without stopping the car; ordinarily, too, the figures are accurate enough to guide the tourist coming afterward. It is an easy matter to put the

mileages and the descriptive lines alongside, making room for advertising, which has been legitimately sought by most of the route-compiling agencies as a partial offset to the cost of going over the route and preparing the directions.

In 1904 the American Automobile Association, which had been formed two years before, principally to federate the growing number of clubs, entered the field as a tour promoter, with a run from New York and Boston to the Exposition at St. Louis; this covered a distance of 1318 miles, and was the first long tour connecting the East with the Central West. The next year saw the first competition for the "Glidden" trophy, which has been followed by six others, the series touching as distant points as Ft. Worth, Texas, Minneapolis, Minn., Quebec, Canada, and Jacksonville, Florida. For each of those eight tours a complete route book was published, and in some cases the directions compiled for that purpose are the only existing road data to-day over those routes.

It is an interesting fact that after a lapse of nearly ten years, during which time practically nothing was done along that line, the strip map idea, first attempted in laying out the 1901 route of the Automobile Club of America from New York to Buffalo, has been revived on a larger scale by the American Automobile Association. This was made possible—or at least economically expedient—by the great progress in the publication of the United States Geological Survey maps to use as a base, and the added experience in laying out routes with fair accuracy over unsurveyed territory from a moving car by expert draftsmen, usually working with a compass.

The past six years have seen the rise—probably the zenith—of road books on the lines first designed to supply the growing demand for touring information, especially for the Eastern and Central Western States. Starting with the idea of covering in elaborate detail the comparatively few main routes most called for in 1904-7, it gradually became necessary to include many other lines, the bulk and excessive detail of which have now become a serious objection to running directions in that form.

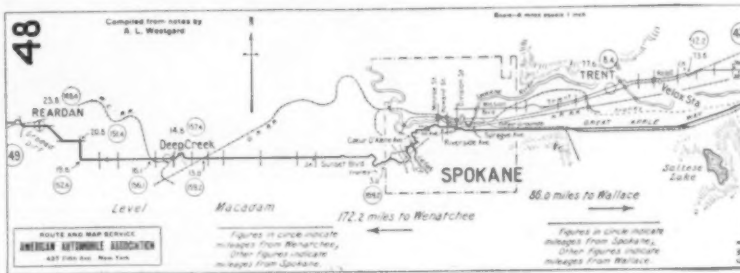
Many important routes were necessarily omitted, and equally desirable options largely ignored; the mass became exceedingly difficult to index; and in using formal routes of this character it was necessary, in order to agree with the text, to start and finish each route subdivision at arbitrary points, sometimes at great inconvenience to the traveler. Mileages were also figured

(Continued on page 139)

York to Boston and return, was laid out in much the same way. But on the 1903 run, from New York up the Hudson, through the Catskills and along the "Southern Tier" to western New York and thence down to Pittsburgh, promoted by the National Association of Automobile Manufacturers, the laborious and expensive methods of the two previous occasions were discarded in favor of printed running directions with odometer distances. By this change the system that has been principally

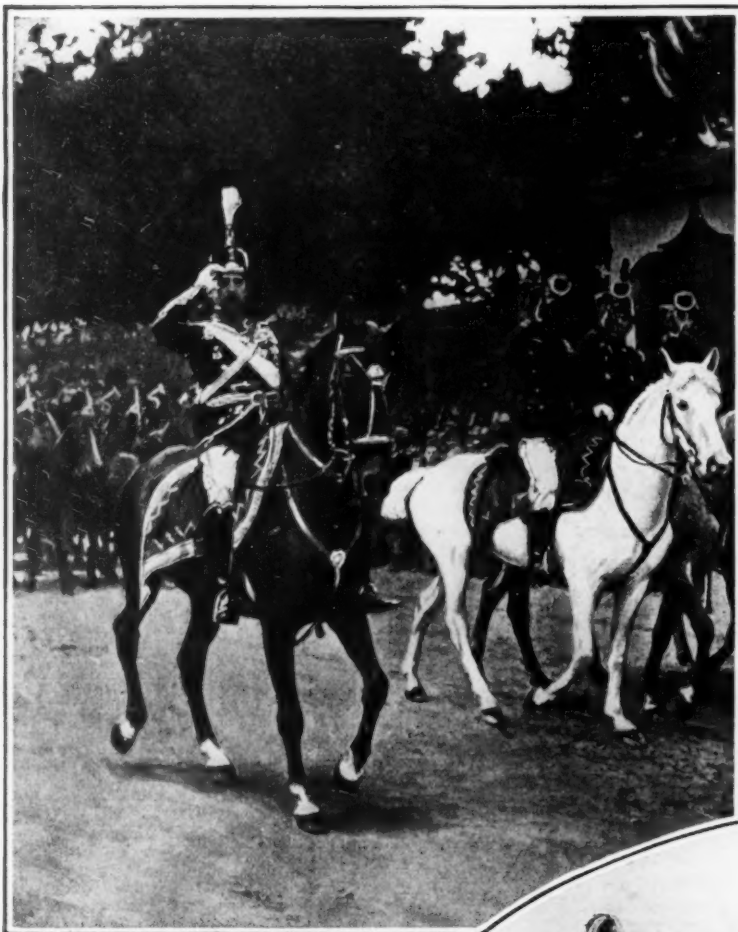


How the motorist is shown the ways into and out of the cities on his route



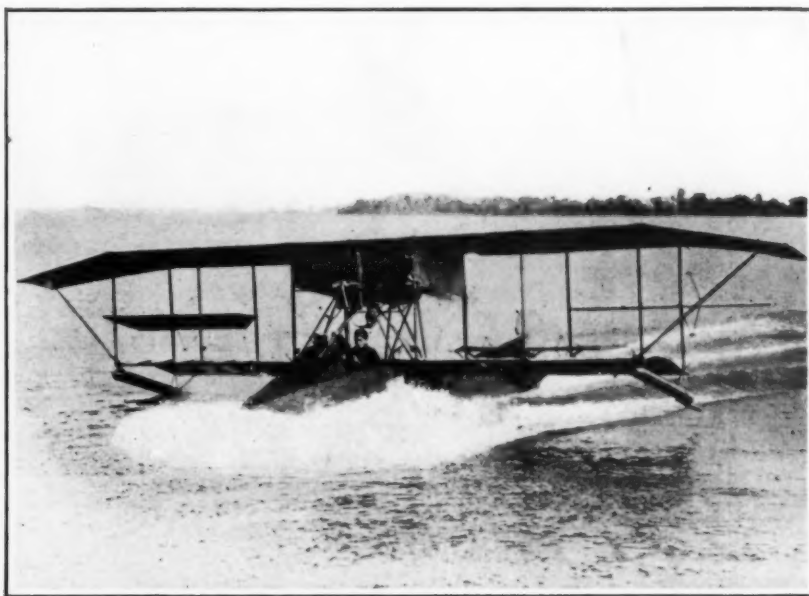
An example of a "strip" map, giving distance and topographical directions

Pictorial Digest of



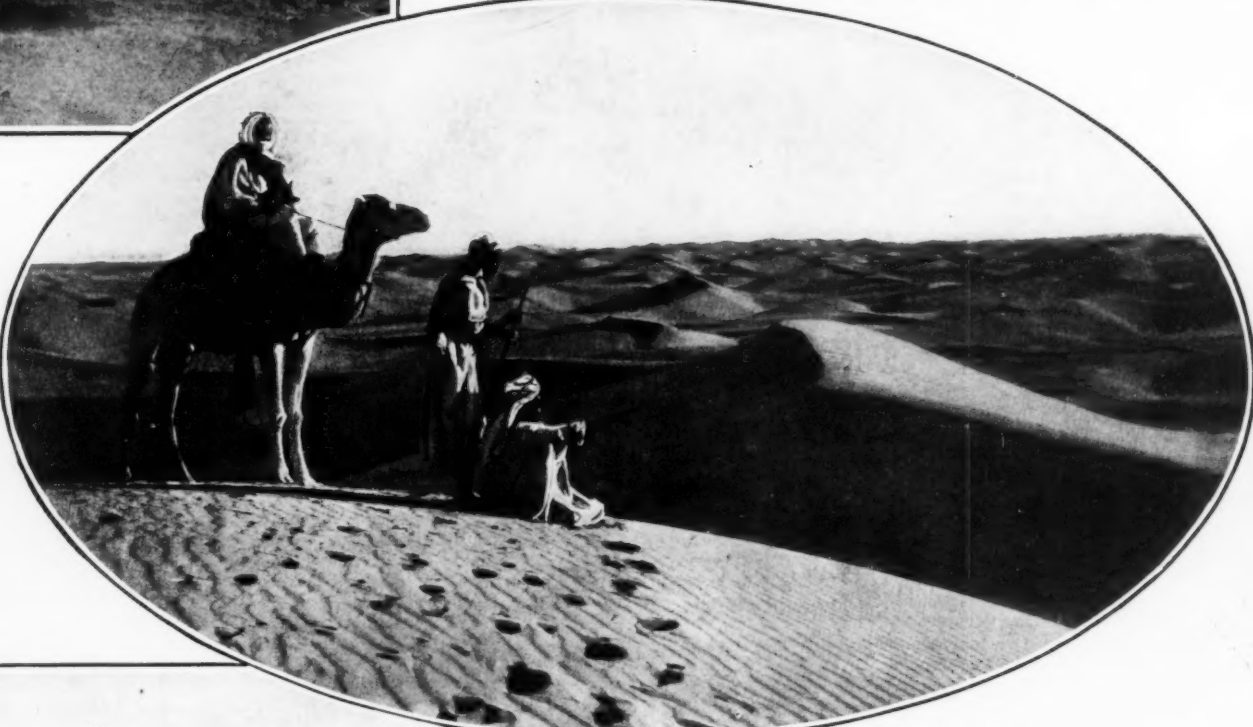
A SIXTH NATION AT ARMS IN THE BALKANS

Crown Prince Ferdinand of Roumania leading the mobilized Roumanian Army which recently invaded and occupied a large section of Bulgaria. The Roumanians took advantage of the difficulties in which Bulgaria found herself in her war with Greece and Serbia, her former allies. This conflict followed the close of the war which Greece, Serbia, Bulgaria and Montenegro had waged against Turkey. Disagreement as to the shares of Turkey which the victorious allies were each to have started this second war. Sanguinary battles were fought and as many as 50,000 men in the aggregate are said to have been killed and wounded. The Bulgarians were charged with perpetrating unspeakable atrocities, massacring the inhabitants of many towns and villages. At first Bulgaria seemed to have the better of the quarrel, but soon the Greeks and Servians won important victories. When Roumania took a hand Bulgaria was ready to make peace. In the meantime, Turkey, who surrendered Adrianople and a large portion of Thrace to the allies as a condition of peace, renewed her warlike activities and sent an army from Constantinople, recaptured Adrianople and even entered old Bulgaria.



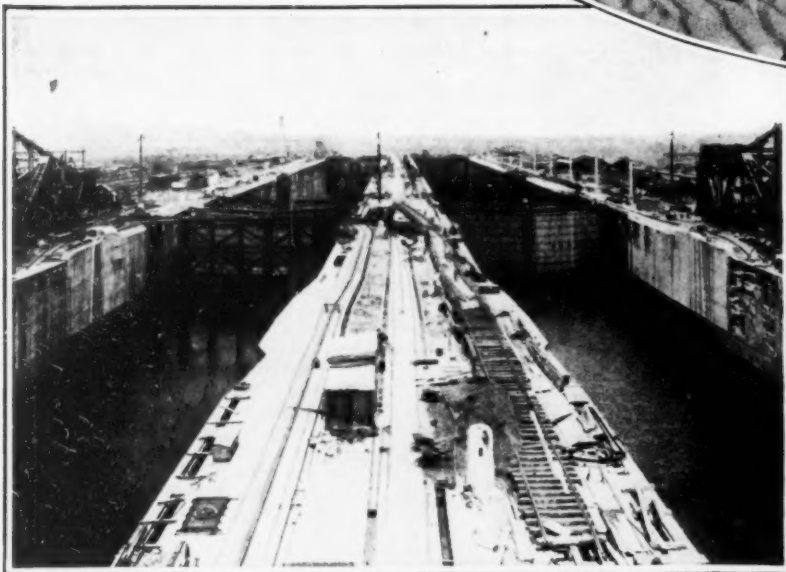
THE MOST REMARKABLE FEAT EVER ACCOMPLISHED BY A FLYING BOAT

Aviator Beckwith Havens and his passenger, J. B. R. Verplanck, owner of the boat, ploughing through the Detroit River in a hydroaeroplane after successfully completing the 886 mile trip from Chicago to Detroit in the Great Lakes Reliability Cruise. This craft won the contest, making a world record. Havens and Verplanck received the Aero Club of Michigan's distance-speed trophy and will also receive the Aero Club of Illinois's reliability trophy. Their total flying time was 15 hours and 30 minutes, and the average flying speed from Chicago to Detroit was a mile a minute.



NOT AN OCEAN, BUT AN EVER-SURGING DESERT

Typical scene in the heart of the immense and desolate desert of Sahara, in Africa, where the loose sands are continually blown about and shaped by the strong winds into the appearance of waves on a sea. The footprints of men and beasts who traverse the desert are soon obliterated. The immensity of this famous waste and the frequently changing atmospheric effects profoundly impress the superstitious nomads who wander over it. The desert is situated in Northern Africa and has an area of about 2,000,000 square miles. Large numbers of oases are irregularly scattered over it, and on these there is profuse vegetation, in marked contrast with the general character of the desert.



THE PANAMA CANAL NEARING COMPLETION

General view of the upper locks at Gatun, looking north from the lighthouse. These locks, like all others on the Panama Canal, are 1000 feet long and 110 feet wide and they will be supplied with water from the great new Gatun Lake, which will be formed by impounding the waters of the Chagres River behind the immense dam at Gatun. The water in the lake is now rapidly rising and should reach the required 85 feet depth by December 1. There is a dike at Gamboa, protecting the Culebra Cut from being flooded by the waters of the lake, but it is expected that the dike will be removed by October 10th. In that case Culebra Cut will soon be filled, and then the Atlantic and Pacific Oceans will practically be linked, though actual navigation of the canal may be deferred.



A NOTABLE WORK AMONG THE NEWSBOYS

First "safety first" movement among the newsboys of the United States which was started by Ed L. Tinker, safety supervisor of the El Paso and Southwestern Railroad, among the newsboys of El Paso, Texas. The boys of the El Paso Herald are shown marching through the streets with a "Safety First" banner after they took the pledge not to jump on trains, hop on street cars or run in front of automobiles. The newsboys "safety first" movement is to be carried out in every city of the United States.

the World's News



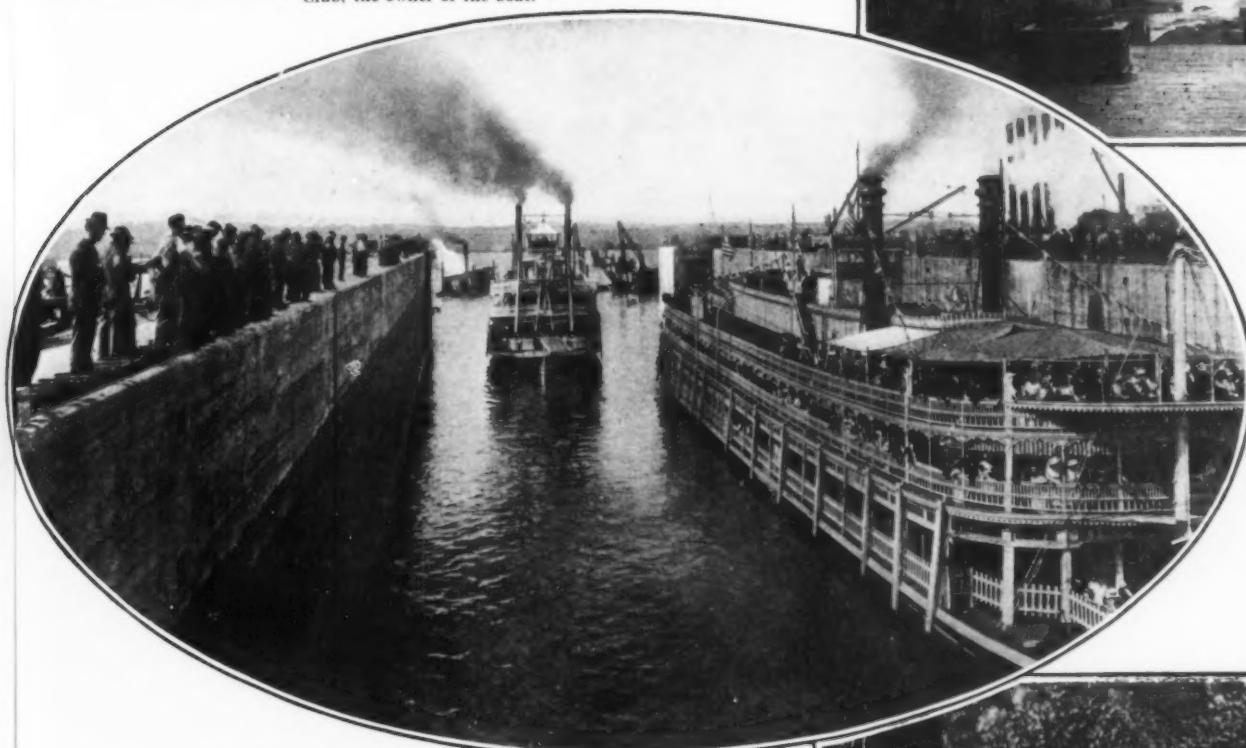
TRAGIC ENDING OF A SUNDAY OUTING

Capsizing and sinking of the 35-foot cabin sloop "Alberta" with 14 men on board in Boston Harbor. Eight of the men were drowned and six were saved with difficulty by another vessel. All but one of whom were neighbors in Charlestown. The men were out on a fishing excursion and were hoisting anchor off Broad Sound, with the intention of starting for home, when a gust of wind overturned the craft. Among the lost were Second Officer Grafton Morgan of the White Star Liner "Cymric," who was the guest of honor of the party, and Albert G. Ayers of the Sailors' Club, the owner of the boat.



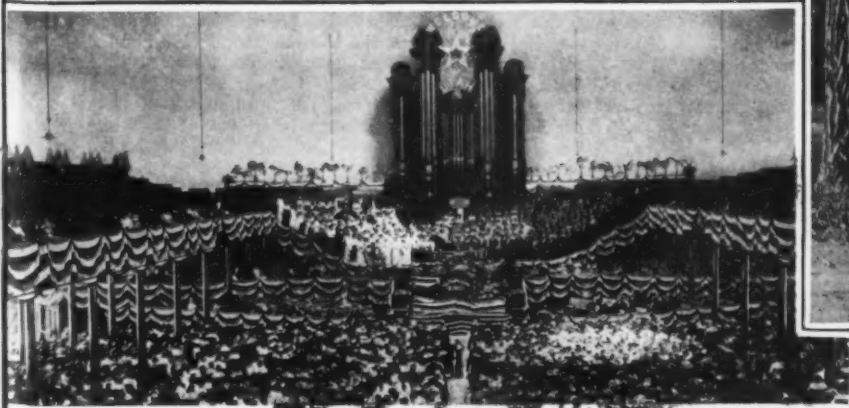
NEAR THE STORM CENTER IN TROUBLED CHINA

Imposing entrance gate to the city of Wu-Chow, a trading port, 180 miles west of Canton, the capital of the Province of Kwan-tung, where a revolution was started against the federal government at Peking. The Governor-General of Kwan-tung was made Commander-in-Chief of the revolutionists. The province of Kiangsi joined Kwan-tung and it was reported that Kwang-si, in which Wu-Chow is situated, would also revolt. The alleged cause of the revolution, as stated by Dr. Sun Yat Sen, former Provisional President of the Chinese Republic, who sided with the revolutionists, was the "intolerable despotism" of President Yuan Shih Kai, the present head of the nation. The revolution it was feared might cause the dismemberment of China. The federal government sent an army to suppress the uprising and battles were fought in which the revolutionists were worsted. The latter made unsuccessful attacks on the arsenal at Shanghai. Because Dr. Sun had joined the revolt, President Yuan deprived him of the office of Director-General of the Chinese National Railway Corporation. A long and bloody civil war was predicted by some observers.



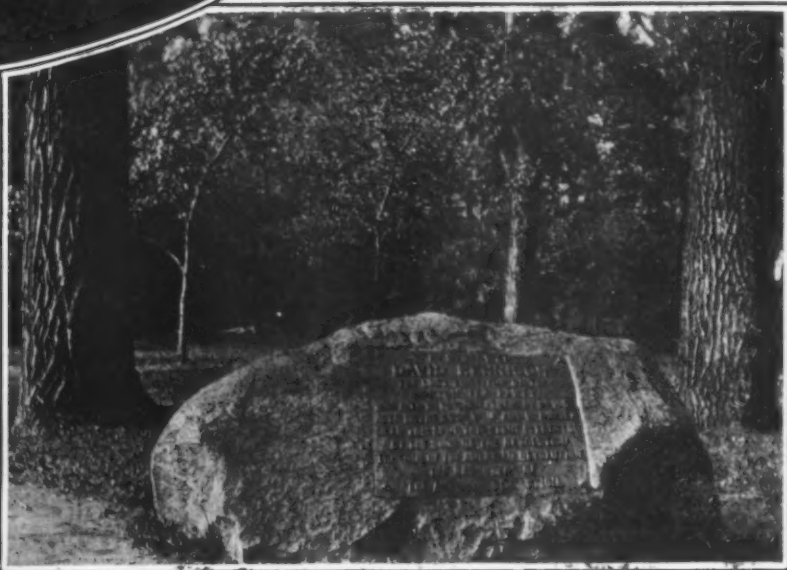
A GIGANTIC ENGINEERING FEAT COMPLETED

First steamboat passing through the mammoth lock in the \$30,000,000 power development dam built across the Mississippi River at Keokuk, Iowa. This is said to be the largest lock in the world now in operation, and it is the property of the United States government, to which it was turned over by the company which constructed the dam. The lock is 110 feet wide, having the same width as the locks on the Panama Canal, and it has a lift of 40 feet. The dam is 4,649 feet long and it will supply electricity for power to a large section. A maximum of 310,000 horse power will be developed or half the power output of Niagara Falls.



A GREAT BODY OF EDUCATORS IN COUNCIL

The National Education Association, holding its recent convention in the Mormon Tabernacle at Salt Lake City, Utah. Men and women interested and active in the cause of education were present from all parts of the country, and many valuable addresses were delivered by eminent persons. An especially live discussion followed an address by Dr. R. W. Corwin, of the University of Colorado, in which he asserted that 15,000,000, out of the 20,000,000 school children of the United States are diseased. He attacked defective sanitation of schools. President Joseph Swain of Swarthmore College, Pa., was elected President of the Association.



A HERO OF A HISTORIC OCCASION HONORED

Memorial tablet placed on a massive granite rock in Lincoln Park, Chicago, near the spot where David Kennison, the last survivor of the famous Boston Tea Party, was buried on February 24th, 1852. Mr. Kennison was said to be nearly 116 years old at the time of his death. The Boston Tea Party, in which he took part, was one of the stirring events preceding and leading up to the American Revolution. It occurred on December 16, 1773, and was due to the fact that the British Government insisted on collecting a tax on tea. The colonists strongly objected to taxation without representation in Parliament, and when several ships loaded with tea arrived in Boston Harbor, 60 men disguised as Indians rushed on board, broke open 342 tea chests and strewed their contents overboard.



EUGENE ZIMMERMAN
The noted cartoonist, "ZIM"

The Old Fan Says:

"A Strong Bull Movement has Skied the Price of Bush League Talent"

By ED A. GOEWY
Illustrated by "Zim"



ED A. GOEWY
"The Old Fan"

"I TELL you, George," said the Old Fan, as he lighted a fresh cigar, "as an extravagant proposition, buying star players from the bush leagues has diamond purchasing backed off theboards."

"Yes," replied the head stogie dispenser, "I've noted that the prices being paid for promising minor league talent are soaring skyward with great rapidity. It seems to cost as much to grab off a nifty bush league ball tosser nowadays as would equip and run an entire club for an entire season in the old days."

"And then some," said the veteran. Why, way back when they first began to pay players with any degree of regularity, you could get all you wanted for ten dollars a week and their keep and carfares. But times have changed, organized clubs are now a recognized institution in about every city in the country and the supply has not kept pace with the demand. As the cost of living has gone up, so has the cost of amusements and ball players are certainly commanding top-notch prices.

"Recently the Chicago White Sox paid the Milwaukee club of the American Association the record-breaking sum of \$18,000 for 'Larry' Chapelle, an outfielder. Twelve thousand was in cash and the balance in players. And think of it. This youth who has been one of the batting sensations of the year is still only a 'kid.' In the spring of 1911, he slipped out of his home town, McCloskey, Ill., to do outfield duty for the club representing Eau Claire, Wis. He was the classiest batsman in the organization from the day he joined, and Hugh Duffy, then the Milwaukee's manager, sized him up for a star and purchased him for just \$200. Chapelle improved wonderfully under Duffy's tutelage and last year kept up his good work, finishing the season with a batting average of .274. At the time the White Sox got him he was walloping the pellet to the tune of about .370. He is a big fellow and bats left-handed, though he throws with his right. Alongside of the price paid for him, the \$11,000 expended by the Giants for Marquard and the large sum given by the Pirates for O'Toole become faded back numbers. However, don't get it into your head that the managers are wasting much money, even when they pay out small fortunes to obtain exceptionally promising men. The earnings of the teams have increased proportionately with the higher salaries paid players and the greater amounts given to secure notable talent. Remember Ty Cobb did much to put the Detroit outfit on the baseball map, Wagner and the Pirates have been synonymous for years and Marquard has fully earned his purchase price, for he did a great deal toward making it possible for the New York outfit to take part in the last world's series and share most liberally in the proceeds which totaled a trifle under one half million dollars.

"The fact that sixteen members of the Cleveland club recently joined the Baseball Players' Fraternity in a body went to show that this protective organization is growing stronger as time goes on, and by next year may be able to make itself felt as a real factor in the National pastime. Among the squad of Nap players were such well-known ball tossers as Lajoie, Falkenburg, Gregg, Jackson and Carisch. The addition of the Cleveland club players gives the fraternity representation in every team of the two major leagues and a total membership in excess of 400. If the organization, under the direction of President David L. Fultz and the other officers, proceeds along conservative lines, it will undoubtedly be most helpful to the men, and may, in time, cause the magnates to permit a representative of the fraternity to sit in the councils of the National Commission when cases affecting the rights of players are up for action.

"A funny case of interest to the fans at large was decided recently out in the Middle West. According to the story the Terre Haute club, of the Central League, protested a game played late in June in Fort Wayne with the local team, because a Great Dane dog chased Manager Anderson, as he was attempting to field a ball, and forced him to climb a fence. Fort Wayne won the contest, and though the members of that ball club protested that the canine was not on their payroll, the protest was filed. After due deliberation President Heilbronner, of the Central League, turned down the protest, ruling that the dog did not cause the loss of the game. If it were a sure thing that this decision would hold throughout the country, it might furnish a new line of endeavor for some of our foxy, little managers in the major leagues. Large, husky, able-bodied dogs might be trained, upon signal, to give chase to visiting players attempting to recover the ball after long hits and force them to seek safety in the bleachers or over the centre field fences. The animals could be taken upon the fields under the plea that they were 'mascots,' and kept on the players' benches until such times as it was decided necessary to call upon them for service.

"And, incidentally, here is another decision that should interest the rooters, but this one was handed down by the Supreme Court of Minnesota. It seems that the person who brought the action was a spectator sitting in the grand stand during a ball game in St. Paul, and was hit

and severely injured by a foul tip. He brought suit against the club and was given a verdict of \$825. The case was appealed and the higher court reversed the decision, holding that the plaintiff assumed the risk of injury when she took a seat in the stand and that the club management could not be held responsible. In



Looks as if it's all over with them for this season.

other states, in similar cases, the injured parties have recovered. In any event, the solution of the matter is really up to the fans. If they know that a stand is not sufficiently protected with heavy wire netting to prevent injury to the spectators they should remain away from the games until the careless or parsimonious owner is forced to better conditions because of lack of patronage.

"It is said that Clark Griffith, manager of the Senators, has determined never to make another attempt to strengthen his team by purchasing players that other major league teams are willing to sell. His plan will be to develop youngsters to take the places of such of his men as grow stale. According to Washington gossip it was the failure of Mullin to make good, according to Griffith's expectations, that decided the 'Old Fox' to adopt a new policy. Last season he hoped to stop the Senators' slump, brought about by the weakness of the pitching staff, by the purchase of Peltz and Vaughn. Neither did what was expected of them. Realizing that he has a good hitting and fielding club, and that the twirling staff must be developed to keep the Washingtons in a good position in the annual races, not to speak of putting them in line to make a try for the pennants, he has concluded that he will give his young heavies more opportunities to become top-notchers by working them regularly. Groom, Boehling and Johnson will probably be used in most of the games, but sandwiched in between them he will work some of his boys—principally Engel, Cashion and Gallia.

"Griffith also is planning two other innovations for next year. He is almost certain to send all of his regular players to West Baden Springs for ten days prior to the regular training season, and he is certain to make some sort of an arrangement by which his men will live outside of Washington during the hot months, that they may be able to get a little cool weather at night and obtain sleep. That the players are handicapped by the hot nights in the Capital is proven by the difference in their playing when they are away from home. The West Baden trip would be for the purpose of pretty thoroughly conditioning the boys before they are sent south to go into hard training.

"And now, to leave baseball for a few minutes, here is something that will interest everyone having a liking for athletics and interested in the continued success of our athletes. J. Walter Spalding, vice-president of the American Olympic committee, said recently: 'Our American athletes will have to keep up their high state of perfec-



Nary a care.

tion if they expect to score the greatest number of points in the next Olympic games in 1916.' Mr. Spalding has been a member of each of the Olympic committees since America has taken part in the games, and has carefully followed, not only the various athletic meets in this country, but also, those abroad. Upon his recent return from the other side he stated that in the past ten or twelve years there has been a marked improvement in athletics in all of the continental countries, due, he is confident, to the Olympic games. He not only feels that America is entitled to the credit for having made these meetings a success, owing to the things we accomplished at Paris, London, St. Louis and Stockholm, but that we have caused other countries to copy our type of work, with the result that nearly all of them are now imitating the American athletes. And it is the wonderful advancement made by the foreign athletes since they began to copy our style that will make our boys hustle, if they expect to hold their own in 1916.

"It is said that in one of the trades made by Manager Frank Chance in an effort to strengthen the Yankees, a rival club director deliberately swapped two ailing players in exchange for one of the New Yorks' stars. If this was the case, and the subsequent poor physical condition of the men who came to Chance seemed to give color to the story, it was a most unsportsmanlike transaction and a contemptible thing to do to a team that had been experiencing all kinds of baseball hard luck and was making a hard struggle to get out of last position. It

is probable that no rule of baseball can be made to cover a case of this kind, but there should at least be an investigation of the case and a public statement made by those in authority as to whether Chance's claim that he was deceived is true or false. Then the fans, at least, would know how to act toward a club whose manager would stoop to sharp practices to further cripple a team already anchored in the cellar position. The rooters at large want to see clean, fair sportsmen directing the affairs of our great National pastime, and they have no sympathy with practices that smack of the prize ring or wrestling. David Harum tactics may be very fine in backwoods horse trading, but not elsewhere. 'Don't hit a man

when he's down' is a slogan that is as old as sport itself.

"I tell you, son, there are many of us who regret that Jake Stahl, banker and ball player, is no longer in charge of the world's champion Red Sox. Not only did he do a great deal for that team, but for years he cut considerable ice in the baseball world, and no matter how many of the Boston clubs' shortcomings this year may be laid at his door, he was a good player and a clever general and his departure from the Hub organization will be regretted by many. One rumor had it that he was practically forced to give up the management of the club because he aspired to the post held by President McAleer, while another story was to the effect that the backers of the outfit desired a playing manager, and as Jake was physically unable to fill the bill, he had to make way for another. You can gamble on one thing, and that is that Stahl's assertion that he did the best that he could with his boys under the circumstances is the correct dope. To get right down to cases, there has always been a suspicion in the minds of many of us that the Red Sox last season were of anything but championship calibre and that they were the luckiest bunch in the world to grab off all the honors and coin that came to them in 1912. Perhaps too much sudden prosperity shot the organization all to pieces and caused a lot of internal dissensions, but, whatever the reason, the Red Sox of this season are a sorry spectacle when compared with last year's team.

"Stahl has been with two world's championship teams in Boston. He broke into fast company with Jimmy Collins' wonders back in 1903, coming from the University of Illinois. From the Hub he went to Washington to take charge of the tail-end Senators, and for a time electrified the fans by pushing this outfit well out in front. Later the team had its usual fall down, and as it again drifted into the cellar position, Jake was sold to the White Sox. A difference of some kind with Comiskey caused him to go to the 'outlaws,' where he remained for two years. In 1908 President Johnson, of the American League, had him join the Yankees, but as an outfielder he was more or less of a joke, and was traded to Boston in exchange for Frank Laporte. For two seasons Stahl played first base for the Red Sox, and then retired to resume his banking business. In 1912 considerable stock of the Red Sox changed hands, and McAleer persuaded Jake to return to the team as playing manager. How he piloted his boys to the highest position in the baseball world is now a matter of history. And while we are on the subject of old-timers, let me ask if you noted that 'King' Cole, former star of the Chicago Nationals, recently showed a flash of his old-time form and pitched a no-hit game? Cole is now with the Columbus team of the American Association and is more than making good. The Milwaukee club was the outfit that failed to connect with the 'King's' curves for a single safety."



Marooned.



Left at the post.

Manufacturers on the Political Gridiron

By ROBERT D. HEINL, Leslie's Weekly Bureau, Wyatt Building, Washington, D. C.

EDITOR'S NOTE:—Not the least enlightening part of this narrative is the verbatim report, heretofore not given to the press, of what actually took place in the important conference between Mr. Emery, general counsel of the National Association of Manufacturers, and the Committee on Resolutions at the Democratic National Convention at Baltimore. A perusal of the story of the relations of the manufacturers of the United States to the new administration is worth any reader's time.

G LARING headlines in the newspapers made it appear that two of the most prominent representatives of the National Association of Manufacturers, former presidents of that powerful organization, David M. Parry of Indianapolis and John Kirby, Jr., of Dayton, were leaving the country on short notice to be saved the embarrassment of appearing before the now famous lobby investigators at Washington.

It was easily the biggest sensation the hearings had developed. Immediately telegrams were flying thick and fast between the departing manufacturers and the Democratic Senators at Washington. With the greatest publicity possible and in no uncertain tones Messrs. Parry and Kirby were advised that they must return to Washington immediately and "face the music." The two gentlemen vainly protested that they had bought their steamship tickets and arranged for a long trip, the canceling of which would mean the serious loss of time and money. They declared that upon their return they would voluntarily go to Washington and subject themselves to any sort of an examination.

They were peremptorily told that their presence was required in Washington on the morning of July 8th. They returned as speedily as the fastest trains could carry them from San Francisco to Washington. Two weeks later—the day on which this account was written, July 22,—they were still waiting the pleasure of the committee with no more idea as to when they would be called to testify than the man in the moon. What rights have business men?

Mr. Parry and Mr. Kirby were not trying to get away. Mr. Kirby himself told me that he and his associate had been planning their trip for ten years. Senators need not rely on his word for that, for on May 20th, in Detroit, two weeks before anybody dreamed there was to be a lobby investigation, Mr. Kirby, as retiring president of the Manufacturers' Association, publicly announced his plan to sail with Mr. Parry, for New Zealand and Australia early in July, to ascertain, in an impartial spirit, the workings of the labor laws.

Nine-tenths of the letters that Mulhall, the witness who charged the manufacturers with insidious lobbying, offered in evidence were those he wrote himself. Of course they corroborated his own testimony. "From which it would appear," vouchsafed a critic, "that Mulhall would go to the Capitol and say 'good morning' to a senator or congressman and then go home and write an account of the meeting which it would take an hour to read. He never had a short talk with a big man in public life. The conferences were always, to quote Mulhall, 'long and confidential.'" In view of the difficulty of getting interviews with busy public men, this is laughable.

In letters read into the record Mulhall told of conversations with Senator Nelson, a member of the lobby investigation committee, in relation to the rejection early in 1909, of a bill amending the Sherman anti-trust act by a Senate sub-committee of which Mr. Nelson was chairman. Mulhall swore on direct examination by Senator Cummins that Senator Nelson had suggested that the Manufacturers' Association send a copy of the sub-committee's adverse report on the bill to President Roosevelt. In one of the letters Mulhall speaks of being introduced to Senator Clapp by Senator Nelson and of talking to both men about a recent decision under the Sherman law. "I sent in my card to Senator Knute Nelson of Minnesota, who made the adverse report as chairman to the Senate upon the amendment of the Sherman law," Mulhall wrote. "The Senator came out and took me to his room and gave me a complete statement of what took place in the judiciary committee before they made the adverse report."

Sensors Nelson and Clapp under oath testified a few minutes later, and in the presence of Mulhall: they had no recollection of seeing Mulhall or of talking to him! The names of many other reputable men were dragged into the case simply because some congressman or notable had been persuaded by Mulhall to give the latter a letter of introduction. In many instances Mulhall succeeded in making an acquaintance by merely telling a man that he had a letter of introduction to him and not giving it up. A curious document, in view of the fact that Mulhall, its writer, had sold his entire personal correspondence to the New York World for \$10,000, was a "boomerang" letter which he addressed to Dr. George Lantry Crockett of Thomaston, Me. It was dated September 28, 1908, from Indianapolis. The italics are ours. A paragraph of the Mulhall communication follows:

The question has never arisen in my mind, not even for one moment, that any friend of mine would save friendly correspondence for political purposes, let alone use it. All of my correspondence with you has been a pleasure as well as an education, but I do not know of one letter of yours, that I have saved after reading and answering it, so if any chairman wrote to me and asked me to turn over Dr. Crockett's letters to him for political purposes I would think that fellow was



PROBING THE CHARGE THAT LOBBYISTS WERE ACTIVE AT WASHINGTON
The Senate Lobby Investigating Committee in session. Left to right: Senators Walsh, Montana; Reed, Missouri; Lee Cverman, N. C.; Chairman of the Committee, Senator Knute Nelson, Minn.; Senator A. B. Cummins, Iowa

a very "cheap skate" and was unfit to answer his letter, for it would be placing me in a position of selling out my friend, and he must rate me as a very cheap article if he thought he could get any information out of me against a friend.

An enlightening incident was the statement by Richard Barry, the agent for Mulhall in the sale, for \$10,000, of the letters Mulhall obtained, as a representative of the National Association of Manufacturers. Barry afterward sued Mulhall in New York to recover half the sum for his services. Mr. Barry said:

His protestations about making his revelations for the "good of humanity" are laughable. He could have gone to the Overman committee direct without ever appearing in a newspaper, but he insisted on having the money before he would part with any of his documents. He started a year ago, so he told me, to try to sell his letters. At first he wanted only \$1,000 or so from the Baltimore papers, which he first approached. Some one directed him to Mr. Hearst, and his price was then \$20,000. . . . After Mr. Hearst turned him down he besought me to find another outlet for his story. . . . He had then dropped to \$5,000.

One day he came to me and implored me to get him any kind of a price, however small, and offered me half. He said that he was about to lose his home by the foreclosure of a mortgage, and that he had spent all his money in caring for his wife, who was in an insane asylum, where she had been driven by frenzied remorse over his double dealings with the National Association of Manufacturers. I lent him enough money to pay his hotel bill and keep him afloat while I abandoned the magazines, my natural field, and tried to dispose of his material to the newspapers.

When President Wilson made his celebrated utterances about the "insidious lobby" I was able to induce the World to buy his letters for \$10,000. . . . When the contract was signed he was overjoyed, said that I had rendered him the greatest service of his life and asserted that he would gladly pay me my half and think that I had earned it. But in two weeks his head was turned. As the day for payment approached he grew cool, and finally I asked him if he would have the World make out two checks, one to me. He flew into a rage, said that my contract was no good, and that I would have to rely on his "sense of honor" to see me through.

The testimony of S. Wood McClave of New Jersey, candidate on the Republican ticket for Congress, brought out the interesting statement that eleven months after Mulhall had been discharged by the National Association of Manufacturers he was still posing as its representative. Major McClave said he could obtain no aid from the Republican national committee and that when Mulhall came to him as a representative of the manufacturers he was willing to accept the assistance.

"What was the National Association of Manufacturers going to get in return for the money it spent?" asked Senator Walsh of Montana. "It was going to get a representative in Congress who was in favor of protection to American industries," McClave retorted.

Mulhall introduced S. J. Springer to Major McClave saying he (Mulhall) would not be able to personally conduct the campaign but that Springer would act. He asked McClave to give Springer a letter to this effect, which the congressional candidate did. When this letter was introduced in evidence the date was very carefully left off because on its face the communication would prove that Mulhall had pretended to represent the Manufacturers' Association almost a year after he had been discredited by that organization.

Major McClave told how once when it was necessary for him to go through the streets of Paterson in a cab, Mulhall had started to pull down the blinds. "I asked Mulhall why he did this," Major McClave went on, "and he told me it was just as well that he be not seen with me for my own good."

Anything to bring out evidence damaging to the manufacturers was worked to the limit by the investigating committee of the Senate. The Democratic members accepted Mulhall's allegations as to how the latter conducted the McClave campaign, but when Major McClave took the first train to Washington to demand that his side of the story be heard, not only was the witness closely examined by Senator Walsh, but Senator Reed, in addition, kept the volunteer on the stand and subjected him to an examination one would expect to hear in a police court. Presently the Democratic members were trying to lessen McClave's chances in the pending congressional election and to sustain the American Federation of Labor and discredit the National Association of Manufacturers. The latter organization, it is said, has proved embarrassing to the administration on numerous occasions, particularly when the President signed the Sundry Civil bill containing the

clause exempting labor unions from prosecution under the Sherman anti-trust act.

This antagonism to the Manufacturers' Association has been in evidence for years. One of the most pointed incidents was the treatment accorded the organization at the Democratic National Convention in Baltimore. Mr. Kirby, as president of the Manufacturers, addressed a respectful letter to the Committee on Resolutions requesting "that the great Democratic party, at its National 'Convention, put itself on record as unqualifiedly opposed 'to any and all forms of class legislation, for whomsoever it may 'be designed or covertly intended, 'and to all forms of dishonesty 'and demagogism in politics. The 'business interests of the entire 'country anxiously await the announcement of the Democratic 'party's attitude toward class

"legislation, and the judiciary. We earnestly hope 'that its platform will be conservative, and free from 'declarations other than such as will stand for absolute 'equality to all and upholding our judicial system."

When the day arrived for a hearing Mr. Gompers, head of the American Federation of Labor, was accorded an hour and three-quarters of the committee's time. James A. Emery, general counsel for the association, was informed that the committee had agreed upon a three-minute limit for all speakers. He expressed the hope that the committee would not enforce that rule. Lack of space prevents reprinting Mr. Emery's verbatim report, but we give it in part. The discussion follows:

Mr. Emery: I appear before you by direction of the National Association of Manufacturers, composed of some 3,800 manufacturers operating in many States of the Union and including many of the leading industrial establishments of the South. The members of the Association are employers of approximately 2,500,000 men. I, moreover, represent some 300 industrial commercial and manufacturing associations composed of business men in the commercial centers of the North, South, East and West. These organizations number at a conservative estimate over 100,000 business men whose opinions I express with reference to certain issues of principle presented for inclusion in your platform.

Mr. Bryan: Don't you think it a significant inference that you oppose all that labor desires except workmen's compensation, and that it evidences that it is not for the workmen's interest if the manufacturer wants it?

Mr. Emery: That might be the natural inference of an unfair mind. The National Association of Manufacturers is opposed to the plank presented by Mr. Gompers because it believes them repugnant to the best interests of the great body of workmen as distinguished from his followers, and because they are in fundamental opposition to principles of constitutional government and justice. Senator Rayner: What I wanted to call your attention to was that the compensation bill has passed the Senate and is now before the House, and whether you prefer the elective or the compulsory form, you can undoubtedly get whichever you wish.

(Mr. Bryan whispers to Senator Rayner.) Senator Rayner: Oh, I understood that you represented the labor organizations when I made that remark.

Mr. Emery: In view of the implication of the distinguished gentleman from Nebraska, the Senator from Maryland's remark is illuminating.

The Chairman, Senator O'Gorman: I will ask Mr. Emery to now discuss the points in which the interest he represents is in opposition to Mr. Gompers.

Mr. Emery: Mr. Chairman, The National Association of Manufacturers is not a partisan organization; it takes no part in partisan politics; its members include all shades of political opinion, and, as I have said, includes a great number of the leading Southern manufacturers, a large part of whom are Democrats, but the Association, its members and the organizations cooperating with it are firm believers in certain great fundamental principles which they believe essential to progressive American industrial life, and these they endeavor to defend and will defend against either or all parties. Let me take the first proposal, that labor organizations shall be exempted from the Sherman Act. It is a deliberate demand for the specific exemption of a class from the operation of general law, with no other reason to support it than the alleged voting power of that class.

The Chairman: Will the gentleman now take up the second matter?

Mr. Emery: Yes, sir. You are asked to pledge yourself to legislation providing for trial by jury in contempt cases. The lawyers of this Committee must tell you that that is a proposal condemned by the English speaking race, rejected by the courts of England and the United States since time immemorial, and that the Supreme Court of the United States has repeatedly declared, through the lips of its greatest jurists, whether Democrat or Republican, that the right to be sole judge of the contempt of its authority is inherent in the judicial power and the proposal is equally condemned, whether it undertakes to transfer the right to judge of a contempt to a jury or to another judge. I hurry on to the last suggestion as to a change in injunctive procedure.

Mr. Bryan: The late Mr. Van Cleave was a member of your Association and its President in 1908, was he not?

Mr. Emery: Yes, sir.

Mr. Bryan: He did everything to assist Mr. Taft in that campaign, did he not?

Mr. Emery: Yes, sir.

Mr. Bryan: Then your organization is a political not a commercial organization, is it not?

Mr. Emery: No, sir. Mr. Van Cleave acted largely as an individual, appealing to the members of the Association as individuals for the protection of the principles I have asserted and which your party antagonized at Denver.

Mr. Bryan: You got what you wanted in Chicago in 1908, did you not, and you didn't get it at Denver?

Mr. Emery: The plank at Chicago on these subjects contained implications to which we were opposed, but your planks at Denver were much worse since they were a complete denial of equality before the law.

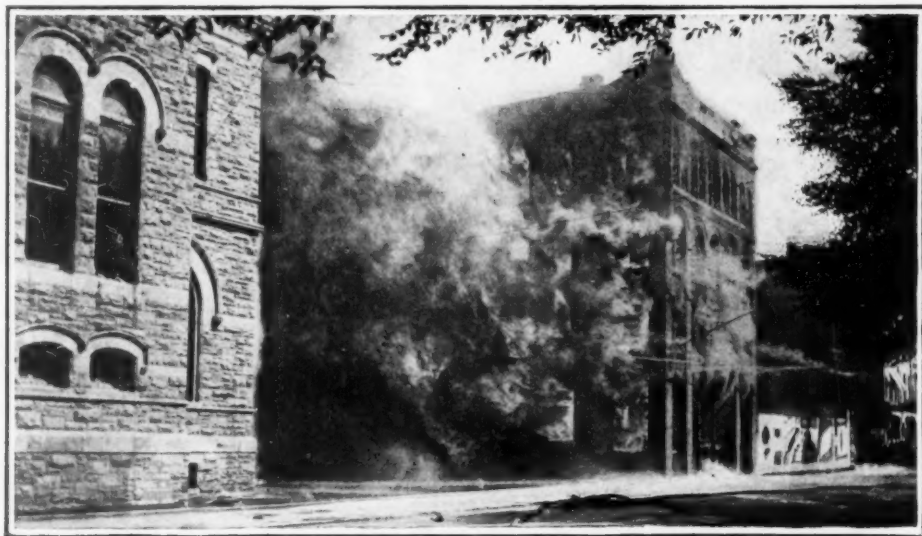
Mr. Bryan: Mr. Van Cleave did everything he could to defeat me and elect Mr. Taft, did he not?

Mr. Emery: Yes, sir. Mr. Van Cleave was one of the many business men of Democratic antecedents who were driven from the Democratic party by the Denver platform.

A Member of the Committee: Mr. Chairman, if we don't quit this now we won't have a platform by next November.

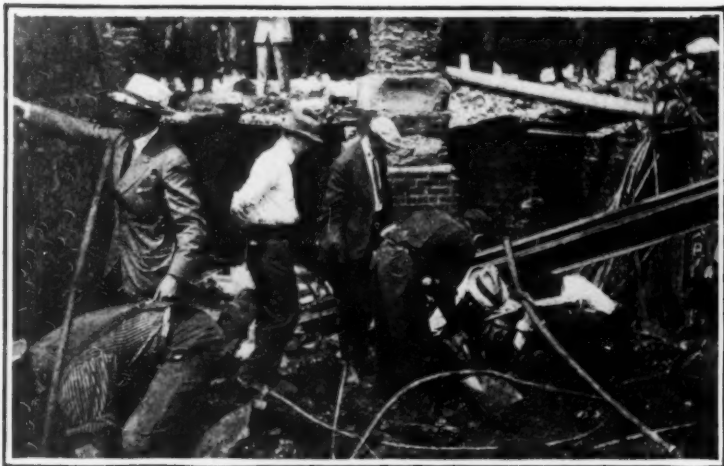
Mr. Emery: Under the circumstances, that is all I have to say.

"The National Association of Manufacturers does not propose to be politically chloroformed, nor Mulhall by a set-up-job, such as the present one-sided Senate investigation bears all the earmarks of being," Mr. Kirby declared to me. "Perhaps, the American public will begin an investigation of representatives who have made this terrible so-called 'insidious lobby' necessary in order that the inherent rights of every citizen may not be bartered away in exchange for political patronage."



FEARFUL RAPIDITY OF THE FLAMES

The Wall Street front and the north side of the doomed Binghamton factory only ten minutes after the fire started. The flames are seen pouring out of the windows from which many of the employees had already leaped. The Federal Court Building and Postoffice (shown at the right) caught fire, but was saved with but slight damage.



SEARCHING FOR BODIES OF VICTIMS

Even before the ruins cooled energetic search began for the bodies of unfortunates who had lost their lives. Only portions of the bodies were recovered, as the extreme heat of the flames had almost completely cremated the victims.



THE RUINS OF THE BURNED FACTORY

The picture shows melted fire-escapes in the foreground, where many lives were lost. There were at one time fifty girls trying to descend on the fire-escapes, overcrowding them and making progress so slow that the flames overtook the fleeing throng. The Federal Court building, in the background, was damaged.

For the Sake of Her Soul

(Continued from page 128)

hundreds like her? Had they not had mothers, too? What freedoms did they have that she, Joe Meggs, did not have? What restrictions did they lack that were imposed upon her? And why were the restrictions imposed?

How could her sheltered mother have known real life? Surely her mother could never have foreseen the half of what Joe must suffer—was suffering now. And if she could not then foresee, could she now see? Could she now look down and, among the millions in this crowded New York, find the daughter that she had always wanted to be good?

"I can look out and watch my little girl all the time—all the time—being ever and ever so much more with you than I could be when I had to lie on this bed all the day and all the night. And, Josie, I want to be able always, while I look out, to see a good girl; I want to see my little girl always true and brave and—clean, so I'll know that, at last, He will let us be together."

Tears came to Joe's relief.

SECTION 4

"SOMEBODY wants you on the 'phone," said one of the girls to Joe, during the following afternoon, in Mrs. Manitoby's shop. "She's out," continued the girl, referring by the simple deference of the pronoun to the proprietress, "an' it's lucky for you she is, because you know how she kicks when anybody but a customer 'phones."

Joe went to the telephone.

"Hello!" she said.

"Hello! That you, Joe?" came the answer.

Joe knew the voice: it was Nona's. For an ugly second, anger rose to her brain and mastered her. She remembered the insult of unrecognition that Nona had put upon her, and she wanted to offer some affront in return. But she recalled the revenge that she had already achieved, the revenge of high charges, and, in spite of the fact that her anger told her that these fell not upon Nona, but upon Nona's protector and patron, she felt ashamed of what she had done—felt that her action had been more than adequate, had, indeed, been shameful.

"Yes," she answered, "it's me."

"Well, you know who this is. It's is. It's Nona Beauchamp."

"Beauchamp?"

Through the telephone, Nona's laugh was at once good-natured and scornful.

"Well, Coolidge, then," said Nona. "I remember when you were Joe Worthington, you know."

Joe flushed under the rebuke, however ill it came from the girl that had imposed the pseudonym.

"Oh, yes," she inconsequently answered.

"I'm so sorry I was nasty yesterday," continued Nona. Her tone was commendably contrite; she had never been a girl to do things by halves, and she was wholly contrite now. "I was a perfect beast to you, dear, and all the time I was just bursting to say how glad I was to see you. I wish I could explain it all to you. I wish I could see you."

It was on Joe's lips to say that a meeting was out of the question. She had the impulse to use cruelly the power that Nona thus wholeheartedly put into her hands. But she could not do it; she could not do it precisely because she had not herself won that power, precisely because the power had been given to her.

"You can see me whenever you want to," she said.

Nona's voice was glad: "Good! That's great. Let's have a really-true good long talk. Let's!" She still was much the same Nona: however penitent she might be, you could no sooner forgive the fault than she forgot whatever you had forgiven. "Come up and meet me at Deschamps' to-night. You remember Deschamps'?"

"Yes, but I'm not sure—"

"Oh, please do. You said you'd see me. Don't be cross. Come on. I've got nothing to do till ten o'clock; I'll be all alone if you won't help me out, and I'm so lonely when I'm alone. You can't guess how lonely I am."

Joe considered herself something of an authority upon loneliness. She thought of her dull life, and then she thought of the life that must be led by a bird of plumage as fine as Nona's: Nona's very capacity for loneliness must be stochastic. Nevertheless, there was now no doubt about Joe's weariness; she longed for some relief from repetitions; she assured herself that there would be no harm in what was now proposed; she still entertained most of her former fondness for Nona, and she was not a little anxious to hear something of her old friend's story.

"Well—" began Joe.

"Do come!"

"Is it the sort of place for two girls to be alone?"

"We won't be in the room that you and I were in with those fellows—what were their names?—last winter. There's another room across the hall where lots of women go alone. I've got to kill time till Harvey meets me there at ten o'clock for supper, so we can have dinner together at half-past seven. Do let's!"

Joe yielded. She hung up the telephone receiver just as Mrs. Manitoby returned to the shop, and she passed the remainder of the working-day in speculating about

Nona, and wondering how Nona's history compared with hers. She was normally no more accustomed than other girls of her years to phenomenalize her mental attitudes, but she had that full share of this tendency which is observable at her age, and her condition somewhat accentuated it. When, however, she was free of the shop and dressed for the dinner, only Nona occupied her mind, and she almost ran to Deschamps', where Nona, even more splendid than on the previous morning, met her at the waiting-room door, and embraced her with a lofty disregard of crumpling finery.

"It's so good to see you again, and so bully to know you understood," declared Nona.

She would have thus dismissed the encounter at Mrs. Manitoby's, but Joe could not forego one word.

"I thought you didn't want to know me," she said.

"Know you? I was simply dying to kiss you!" Nona kissed her again to make up for lost time. "But of course I couldn't let him see that I knew anybody that—well, worked there. He's so dreadfully particular about the sort of people that I meet."

They sat down to a long dinner, well ordered, well cooked and well served. Nona knew the waiters by name and appeared to be a person of importance in their lives; she knew the mysteries of the men as familiarly as Joe knew the "stock" at Mrs. Manitoby's. She was thoroughly at her ease. Even her new position in life she referred to as a matter-of-course, as, indeed, an enviable preferment.

"A little wine?" she inquired.

Joe shook her head, and felt as if, in so doing, she might be assuming a discourteous air of righteousness.

"They have some first-rate Nineteen Hundred Ayala here," Nona urged.

"I don't think—" Joe blushed and stopped.

"What?" Nona's china-blue eyes were laughing. "Still on the water-wagon? Never got off? Don't I remember those chocolate sundaes at The Pocahontas, though!"

"It was The Monongahela."

"Was it? Oh, yes, so it was. What a memory you've got, Joe! And that night here when you wouldn't let me take a drop. I wish I had a dollar for every drink I've had since.—And you won't join me? Well, I'll forgive you, but I'll take a split alone. I've got to celebrate a little. Here I am seeing you again, and besides, Harvey loosened up this afternoon, and outside of my regular allowance, gave me fifty iron dollars. Fifty! I wonder what I'd better spend them for."

(Continued on page 142)

In the World of Womankind

(Continued from page 127.)

right, and it will save her a reprimand and fifty cents,—and she is supporting her mother and sister and needs the fifty cents, and she is such a nice girl. Would you? Do you think you could?"

The customer waited fifteen minutes, glad to save the nice girl the beefsteak dinner or the box of peaches which she might have bought for the mother and sister with the fifty cents.

Now this was not "regular." Perhaps the manager of that great store, if he reads this little tale, will think the customer and the girl waiting on her and the floorwalker consulted, were all wrong,—but I don't think so. What do you think? And in the face of incidents of love and helpfulness like this, incidents occurring minute by minute all over our blessed land, we hear people saying that women do not favor each other, but that men are kinder to them!

THE SLAVE OF "LUCK."

You would not believe that she is an American girl, but she is, and she is well-born, well-bred and supposed to be well-educated. She always puts on her right before her left stocking for "luck." If she puts on an under-garment wrong side out, it must stay so. Anything else would bring "bad luck." She weeps if she happens to see the new moon in any way except over her right shoulder. She has the Friday, and the thirteen and the salt-spilling myths set up as fetishes in her heart, and nothing will persuade her to violate them.

"Why," you say, "she might as well be a savage in furthest Thibet." So she might. Instead, she is a savage in a community suppose to represent the foremost civilization in the world.

Really, after finding such an anachronism as this young woman, one has a good deal of sympathy with the bride who was married on Friday, and with the Thirteen Club, which never sits down to dinner unless exactly that fatal number are present.

Girls, if you find a single superstition of this kind lurking in your soul, cast it out, even if it goeth only by prayer and fasting. Such beliefs are not merely silly. In this age of the world they are nothing short of wicked.

Why I Attend Church

By Hon. CLAUDE WEAVER, Congressman from Oklahoma



HON. CLAUDE WEAVER.

and the Church is the temple of the living God.

I go to church because I find peace there, that peace which De Quincy described as a resting from human labors, a Sabbath of repose, a respite granted from the secret burdens of the heart, as if I stood at a distance and aloof from the uproar of life, as if the tumult and fever and strife were suspended, as if there brooded over me a dovelike and halyon calm.

I go to church because I love the music that I hear there, the mighty roll of the great organ, mingled with the marvelous symphonies of that divine stringed-instrument, the human voice, untwisting all the chains that tie the hidden soul of harmony.

I go to church because I delight to hear the teachings of the preacher, whose soul is dedicated to God, whose field is as wide as God's universe, whose theme is the destiny of man, and whose words are the oracles of Fate. Marvelous is the spell of the preacher, to whom God has given genius and consecration, and the power of illustration drawn from the old, sacred, immortal book, and from the miracles of nature, no less revealed in the crimson-tipped flower turned up by the plow-share of Robert Burns upon the soil of Ayr, than in the long reaches of the star-girt skies.

I go to church because "the way is dark and I am far from home," and because the church is the Polar star to light my pathway in the rayless night.

I go to church because the church ministers not only to the spiritual, but also to the material needs of life, and because it is there that the charities that soothe and heal and bless are scattered at the feet of man like flowers.

I go to church because, in that atmosphere, vice and crime wither and die.

I go to church because I hear the teachings of the philosophy of Jesus, the incomparable man, and if you say his teaching is philosophy and not religion, and that he was a man and not a God, then the philosophy of that man has redeemed the world from savagery, and blessed mankind with Christian civilization, and to my mind, it is a thing worth while to hear.

I go to church because I find there consolation and hope, because I see there the dawn and not the sunset, and it is better for man, if the hope is baseless, and the vision but an elusive phantom, to cherish a dream so glorious and beautiful, than to be weighted down and crushed with the quarried mountains of a world without hope, and without God.

Love of Display and Showing Off

(Continued from page 127.)

trouble. People entertain because others do, and they are not strong enough to be above apeing their friends. They think they are not of good social standing unless they do what others do. We should make up our minds to be simple."

Dr. Herbert L. Willett of the University of Chicago, and pastor of the Memorial Church of Christ, deplored the extravagance of the modern American. "It is a pity that there is such a love of display today," he said. "Many people seem to live for nothing more than entertaining and showing off. There is no doubt that in this tendency lies one of the basic causes of the high cost of living. Social ambition is a quality generally seen now, whereas some years ago people were simple and thought little of such a thing. Everyone must entertain now, and there perhaps is where the high cost of living comes in. There is much false pride. We are an opulent people. I guess we have made money too quickly in this nation."

Miss Sophronisba Breckenridge, of the Chicago School of Civics and Philanthropy, expressed a belief that social entertaining had been commercialized. "Of course, there is a great deal of entertaining which undoubtedly increases the cost of living materially," said she, "but do not blame the women. In these days appearances of a man's family and his entertainment of his friends are commercial assets. Entertaining has become a commercial necessity and it is very possible that behind this is the cause for advanced prices of food products. I know of one case where a husband had his wife show off in an unusual manner because a report that his credit had become impaired gained circulation. People love to show off, and the men are just as much that way as the women; and the men are just as much responsible for the high cost of living problem as the women."

Bishop Samuel Fallows, of the Reformed Episcopal Church, has made a wide study of social conditions in Chicago and has written and lectured on this subject considerably. He sees danger in the present economic situation if people do not curb their extravagance. "Our American families," declares the bishop, "waste enough to feed all the immigrant families that are coming to our shores. What a great comparison can be drawn between the way the average American family lives and the way a family in similar circumstances lives in almost any foreign country. Foreigners practice economy religiously because they know the value of it. Here we know nothing of economy; we spend money recklessly without heeding the consequences. Look at the thousands of people who are living in hotels and boarding houses instead of having homes of their own. The social side of living has entered the lives of Americans so thoroughly that they have lost their judgment and perspective. This matter of social ambition, of entertaining, is a serious problem. You will find even the poor family trying to entertain in their small way as the wealthy people do in a large way. I like to see the unfortunate have pleasure, but they can only bring worry upon themselves by doing what they can not afford to do."

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What One Judge Has Done

MANY creditable and praiseworthy acts of a man who for fourteen years has been on the bench may fade from the public memory, but it is always in order to bring them in review if his name is mentioned for preferment to an honorable office. The case of Judge Warren W. Foster, the dean of the New York Court of General Sessions of the Peace, is in point. The term of Judge Foster expires this year, and as he has proved his fitness and capacity, it is natural to expect that he will be a candidate to succeed himself, and it is proper to say, in passing, that the cause of a non-partisan judiciary can be advanced in no surer way than by insuring his re-nomination by citizen and political bodies whatever their political faith.

As an impartial trial judge whose decisions have been infrequently reversed Judge Foster possesses an enviable record, for out of the thousands of cases tried before him in his fourteen years of service only thirteen have been reversed, and though he probably has tried more capital cases than any judge on the bench in only one capital case has he ever been reversed. His masterly conduct of the murder in its first degree and largely on circumstantial evidence within one month of the crime, won praise all over the land and set a new pace for court procedure. Of the small number of his reversals by the higher courts it can be said that many of them were invited by his determination to have certain points of law clearly defined so that the law itself might be understood by all.

A case in point was the purloining (for that the law has finally determined it to be) of automobiles for so-called "joy-riding." The Judge decided that this was in effect larceny in that the owner of an automobile had been deprived of its use, thereby suffering loss in the eye of the law from this class of employees. The Appellate Division, following an old authority, held it no theft, but Judge Foster took up the matter with the Automobile Club of America and through its efforts the law is now amended to reach these offenders, and "joy-riding" is now plain stealing.

The right of trial by jury received additional emphasis at his hands in the case of the Christian Science practitioner who was arrested on the charge of practicing medicine without a law and in a verbose opinion by the learned city magistrate was held for trial before the three judges of the Special Sessions. Appeal having been made for a trial by jury, Judge Foster in an opinion which settled the law pointed out that religious rights were deemed as important under the Constitution as property rights.

Judge Foster was the first of the judges to give appreciative recognition to the probation system, as the parole of first offenders under the supervision of selected officers of the court with a view to their complete restoration to society is called. By his study and his writings no less than by his judicial acts, he has given this subject the prominence, the vogue even, to which penologists generally agree it is justly entitled, and for his services he has received the thanks of bodies interested in criminology and sociology.

The diminution of crime should be of as much concern to society as its punishment, and taking this practical thought to himself, Judge Foster was one of the first in the East to investigate the remedy proposed, after careful experiment, in the prisons of Indiana. The opinion of the then Governor Thomas R. Marshall, that the medical practice adopted in that state was a humane and beneficent method of preventing the reproduction of criminals, afforded the judge additional enlightenment, and as the result of his many enquiries here and abroad, his article in *Pearson's Magazine* on "Hereditary Criminality and Its Certain Cure" has been accepted as authority upon this subject and has even been approvingly cited in Court of Appeals opinions.

Connecticut has since adopted this mode of treatment, New York followed and reenacted its legislation in the public health

law recently signed by Governor Sulzer. Of this feature of that law, the Board of Examiners for feeble-minded criminals and other defectives say in their recent report: "We are convinced from our study and investigation that the working out of the purpose of the sterilization laws which have been passed in certain states and which many other states are now considering, will have a great bearing on the future of our own state and the nation." Eleven states have now adopted it.

Continuing his interest in this subject Judge Foster has been chosen as Criminal Law Adviser to the National Eugenics Committee.

The "indeterminate sentence," so-called because it fixes imprisonment for not less than a minimum nor more than a maximum period, is now regarded by penologists as one of the most beneficent aids in the reformation of first offenders. Judge Foster was one of the first, perhaps the first, to give it that recognition and interpretation which its importance demanded. He was invited to attend the Baltimore meeting of the American Prison Congress and deliver an address upon this topic. His exposition of this little understood subject was regarded as most illuminating and was widely circulated by the friends of this reform and widely and favorably commented upon by the Press. So highly has the American Prison Association esteemed his views and his practical exemplification of them from the bench that it has selected him as the chairman of its Committee on Criminal Law Reform.

Judge Foster is an honorary member of the Medico-Legal Society, of the National Economic League, and of the International Prison Congress. He is a graduate of Dartmouth College and of the Columbia College Law School, and the distinguished service which he rendered before his election to the bench as Secretary of the Dewey Reception Committee is well remembered. Probably no judge is so often quoted as an authority on penology as Judge Foster, while his public-spirited activities, as shown by bringing together the warring Chinese Tonges, are too well known to require comment. It is not so generally known, however, that for these peace-making services the Judge received the thanks of the Chinese Government.

Books Worth While

PICKETT AND HIS MEN, by Mrs. LaSalle Corbell Pickett (Lippincott Co., New York, \$2.50). This biography of General George E. Pickett, the hero of the third day at Gettysburg, is essentially a history of the Civil War from Yorktown in 1862 to Appomattox in 1865, for Pickett and his men were in the thick of most of the big battles. The preliminary chapters give interesting stories of the General's early life as an officer of the United States Army. He was also a hero of the Mexican War, for it was Lieutenant Pickett who planted the American flag on the Castle of Chapultepec, the key of the City of Mexico.

THE DIRECTION OF DESIRE, by Stanley M. Bligh (Oxford University Press, American Branch New York City, Price 70 cents). Contains most helpful suggestions for the application of psychology to every-day life, showing how, by taking due thought and action, one may modify and improve talents and character at any stage of one's career.

FLOWERS FROM THE WAYSIDE, by David Banks Sikes, author of "Leaves of the Lotus" (George Layton, Paterson, N. J., Price 50 cents), is a volume of pleasing verses on a variety of topics. On the Tatra Road, by G. M. & F. Whicher (Princeton University Press, Princeton, N. J., Price \$1), "A Freshman's Horace," with a letter in verse by Ellis Parker Butler, consists of echoes and translations of the works of the great Latin poet, some of the translations being done in the style of eminent English bards.

BEHIND THE CURTAIN, by L'Abbe De Lacroix (The Seemann Co., Chicago, Price \$1), is written on the lines of New Thought and contains the author's views on conditions affecting religion, especially as concerns the Roman Catholic Church.

TRAVELER'S GOLF BOOK, by Jerome D. Travers (The Macmillan Co., New York, \$2.00 net). All the art of the great game simply and instructively told by an expert, with an interesting story of his own career on the links.

MORGAN'S YOUNGEST RIFLEMAN, by T. H. Costello (Laird & Lee, Chicago, \$1.25 net). Essentially a boy's book. But the well-told thrilling adventures of a boy rifleman in the American Revolution will interest one and all, old and young.

THE LONG ENGAGEMENT, by E. S. Stevens (Geo. H. Doran Co., New York, \$1.25 net). A rather uneventful story of a little British village hemmed in by conventions. After a long preamble you get to rather an interesting romance.

MRS. RED PEPPER, by Grace S. Richmond (Doubleday Page & Co., New York, \$1.25 net). A good old chronicle of homely little events in the daily life of a company one is loath to leave at the last page.

A LITTLE TOUR IN INDIA, by Hon. Robert Palmer (Longmans, Green & Co., New York, \$2.50 net). The little side observations and incidents that most of us store back in our memory for recital to our friends and not usually found in books of travel lore are all told in chatty, newsy, intimate letters of a traveller through the land of Great Moguls to those at home.

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Making of Motor Car Road Maps

(Continued from page 131.)

from the same arbitrary terminals, and the motorist entering an important route at some intermediate point was obliged to use (to him) false mileage figures until arrival at the next terminal.

With the rapid building of State roads in many sections of the country, the system just referred to began some time ago to fall of its own weight. Arbitrary selections of routes, and especially fixed terminals, no longer satisfy the experienced tourist, except possibly on transcontinental trips or on a few very long tours, where other considerations may be outweighed temporarily by the advantage of the consecutive running directions and cumulative mileages.

It is generally agreed that maps of the right scale and the required accuracy, reissued as soon as possible after any vital change in the territory they cover, are ultimately to be the principal dependence here as in Europe; but we will do well to produce



The famous New Hall tunnel near Los Angeles, California.

road maps for this country half as good as those of France, England, Germany, Italy and Holland, inside of twenty years. Nothing but a princely endowment can make them possible at all in territory not surveyed by the Federal Government (which, in trying to do comparative justice to all sections, has only made an elaborate patchwork so far); nor can a system of satisfactory general maps be produced until road conditions are fairly settled.

When carefully and accurately made, a detailed road map will show at a glance the difference between good and poor roads, although conditions change so rapidly that it is not always possible to keep this feature up-to-date. Naturally the large number of tourists who depend upon maps of this kind, look the map over carefully before choosing what route they will take, and as a result the good road is invariably taken and the poor road passed by. The last two years an important stretch of highway between Hagerstown and Cumberland, Md., has been in so poor condition that it is almost unfit to travel. As a result the trunk line, of which this is a part, has been practically eliminated from through touring schedules, and most of the travel takes a longer but safer way between Hagerstown and the West via Bedford, Pittsburgh and Wheeling.

At the present time there is great competition between the through routes across the inter-mountain country, and the good roads associations that have been formed to encourage travel along the different lines have in mind the selection of their particular route sometime by the Federal Government as a national highway. They are not only competing for travel in the ordinary sense, but through persistent agitation they are securing improvements that would be impossible in any other way. All of them want their particular routes shown on the through maps as preferred lines.

On first thought a really good general map would seem easily produced; in fact, it is by far the most difficult factor in the entire situation. A technically correct local map—often considered a feat of good observation and skilled drafting—is relatively easy; but a high-class general map can only be produced by bringing together a complete series of technically correct local maps into a new, well-rounded subject.

It must give the user an absolutely correct grasp of the whole or any part, and have that elusive quality, "proportion," which is to a good map what the "art that conceals art" is to a good picture. In fact the alterations necessary to keep it up to date for practical use, under the present changing conditions, will soon interfere with the "proportion" of a general map, no matter how much time and care the compiler and draftsman may have put into the original. Little else has yet been accomplished in this line than to produce maps giving a fair idea of the general route situation in a State or section, and no serious attempt has been made to incorporate the topographical features as on the long-established maps of European roads, where few changes are made even from one decade to another.

In only one respect have we done better work than the European map makers, and

that is in the way of enlarged diagrams showing best routes into, through and out of important cities and intricate towns. No doubt this development was hastened by the lack of adequate signboards in the average American municipality, and while this condition is already changing for the better, the city or town map has proved its efficiency as a permanent part of our route information service. The average European counterpart of this map is too small and too cramped, so that while the user may get a fair idea of the center of the place, he soon runs out of the small section covers, while the best examples of our American city maps show the diverging routes not only from a common center, but also through the immediate suburbs into the real country, where the chance of taking the wrong road is comparatively small.

The next important step is a signposting system that will properly direct the stranger after he has run off the field of these city and town maps; and that is also rapidly coming. In the past this work has been done voluntarily by the local automobile clubs, or by hotels, garages or business houses as a form of roadside advertising; but the result has not been satisfactory. It has lacked uniformity, and frequently led to excessive signposting on main roads through thickly-settled districts, where the need is least, and to the neglect of important turns and forks in outlying sections where the need is usually greatest. Furthermore, signposting should be done by the States, especially on the through routes, with official distances, based upon actual surveys; and the signposts protected, as they never are when put up without some authority. The money spent for signs by automobile clubs can be used to better advantage in their campaigns for fair laws and better roads.

Signposting by the State has already been undertaken by New Jersey, through a direct appropriation, and a fair start made by New York, Massachusetts and other States. When this becomes general, the need for specific running directions and odometer distances all along the line will be greatly lessened, and the through tourist can tell at almost any important point whether or not he is on the right road. The next step will be the placing of uniform danger signs at railroad surface crossings, sharp turns, etc., safeguarding not only the motorist but all other users of the highways.

Within the past three years interstate touring has been greatly assisted by the gradual extension of reciprocity between the States, until now the tourist properly licensed in his own State can travel from Los Angeles, California, to Halifax, Nova Scotia, making a complete path across the United States and traversing the Provinces of Quebec, New Brunswick and Nova Scotia.

The day of Federal aid for trunk-line highway building in the United States is very near at hand; and men now living will undoubtedly see in this country something akin to the National Roads of Europe. These routes will not only carry the bulk of the through travel, but they will be the basic lines for the road mapping of the future; meanwhile the United States Geological Surveys will be practically if not absolutely complete, and the road mapping will become the science here that it has long since been in England and on the Continent. The good work now being done by the automobile organizations is helping greatly to prepare the way for that much-desired result.

Good roads—and their interpreters, good maps—are more than merely a convenience to touring motorists. They are a part of the economy of life and business, and help to make one acquainted with localities and points of interest as nothing else could possibly do. Many believe that within a few years automobiles will be outnumbered by motorcycles, in spite of the "great popular production" of the former; and what the motorcyclist needs most of all is a small-scale but very accurate road map, as he cannot possibly manage a cumbersome road book. Easily 90 per cent. of road travelers will become map users as soon as a system of comprehensive maps to suit their special purposes is designed on right lines.

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8 exps. 2 1/4 x 3 1/4 or smaller 10c	2 1/4 x 3 1/4 or smaller.....2c
12 " 2 1/4 x 3 1/4 " 15c	2 1/4 x 4 1/4, 3 1/4 x 4 1/4 or 3 1/2 x 3 1/2.....3c
6 " 2 1/4 x 4 1/4 " 13c	4 x 5, 3 1/2 x 5 1/2.....4c
12 " 2 1/4 x 4 1/4 " 25c	5 x 7.....8c
6 " 3 1/4 x 4 1/4 or 3 1/2 x 3 1/2 15c	
12 " 3 1/4 x 4 1/4 or 3 1/2 x 3 1/2 25c	
6 " 4 x 5 or 3 1/2 x 5 1/2.....20c	
12 " 4 x 5 or 3 1/2 x 5 1/2.....35c	
6 " 5 x 7.....30c	
Film Packs	
2 1/4 x 3 1/4 Per Dozen.....40c	
3 1/4 x 4 1/4, 3 1/4 x 5 1/2, 4 x 5.....Dox 50c	
5 x 7 Per Dozen.....75c	
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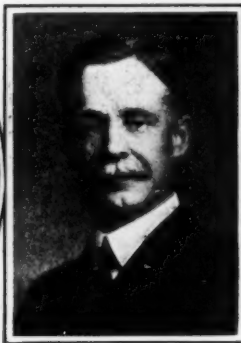
The Weekly Financial Review of J. S. Bache & Co., Bankers, 42 Broadway, New York, quoted weekly by the press throughout the United States, will be sent on application to investors interested.

Advice to individual investors given on request.



DR. E. W. RICE, JR.

Who was recently elected President of the General Electric Company, whose principal works and executive offices are at Schenectady, N. Y. Dr. Rice was Vice-President of the Company for several years.



ROBERT H. TREMAN

President of the Tompkins County National Bank at Ithaca, N. Y., who was recently elected President of the New York State Bankers' Association at the annual convention of that body held in Ottawa, Ont.



I. B. TIGRETT

Cashier of the Union Bank and Trust Company of Jackson, Tenn., who is well and favorably known in banking circles throughout the South and the Middle West.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

THIS is a world of imitators. If anybody is smart enough to make money in a particular line of business, imitators spring up on all sides. Rivalry is a good thing and it is sometimes successful. Therefore, it ought to be encouraged.

But it is also observed that whenever a particular line of business, under a particularly able management, results in generous profits, some cheap imitator appears with a new company, the stock of which he offers to sell to credulous investors on the promise that if they will only give him the money, he will make as good a profit as the most successful man in the same line of business.

Fortunes have been made in oil, gold and silver mines and magazines, in harvesters, candy and all sorts of businesses. A number of my readers made inquiries from time to time concerning the stock of a new candy company that was being boomed by promoters who have been recently charged with using the mails to defraud. My advice invariably was to leave the stock alone and I suggested to several that they send the candy company's literature to the Post Office department at Washington. In view of recent disclosures in the public press, I am inclined to believe that my suggestion was carried out.

The best thing for the public to do, when it receives offers of shares with a promise that the returns will be 100 or 1,000%, is to send the literature directly to the Postmaster-General in Washington. Good substantial business houses are not offering such inducements, for obvious reasons. If there is such an enormous profit in any business, the promoter will keep it for himself. He is not in business for his health and if he is anxious to get your money, you can well become suspicious of his good intent.

We hear much of the enormous profits made by some of the successful corporations, but every business is open to any one who cares to go into it and has the funds, and the profit is usually made as much on the brains as on the money that is put into a business.

Some time ago, farmers in the West were led to subscribe for shares of an independent harvester company which was to "buck" the Harvester Trust. The new company was organized and over 20,000 farmers bought its stock. There was plenty of it to go around for the promoters fixed the capitalization at \$10,000,000.

The wonderful profits that were expected, failed to materialize. Recently the stockholders have been holding indignation meetings, demanding an accounting and a change in the management. While all this is going on, the prices of farming implements, manufactured by the so-called Harvester Trust, are as low as ever and the trust is paying its regular dividends and accumulating a respectable surplus.

Has brains anything to do with it? Ask

the farmers who went into the independent proposition and who are now shouting to get their money back.

A great captain of industry, Anthony N. Brady, has just gone to his long rest. He was left at an early age to depend upon his own resources. He began his career as a boy working in a humble capacity. He died many times a millionaire and a power in the world of finance. It was brains that made Mr. Brady and gave him wealth, position and power and it will do as much for any other poor boy who starts in today with equal ability, ambition and integrity.

But now as to Wall Street. What is its future? A decided impression begins to prevail that we have discounted the worst. The railroads and corporations that have needed money so badly for extensions, improvements and betterments, are at last beginning to realize that to get it they must pay unusually attractive rates of interest. I recall no time since the war when investments of this kind could be made on a more profitable basis. It hardly seems as if the bargain counter for first-class securities would remain open much longer. Let my readers take note of the announcements of new issues of securities by some of the well established and most profitable concerns at rates that will yield 50% more income than was paid on such securities a few years ago.

Weeks ago, I suggested that the crop outlook might not be as promising as it then appeared, that it was too early to crow over the prospect of an unusually good year. Since that time, the drought has done its work and it is now admitted that the yield of some crops will not be much above normal, but even so—we shall not know the best or the worst until September—we can be assured that the crops will not be abnormally short. That now seems impossible.

With a speedy adjournment of Congress and a fair crop outlook and the spread of a more rational and reasonable sentiment among the people, we may look for a restoration of confidence, at least in part, in our circles of business and for better prices of all securities having an investment quality.

Alhambra, N. Y.: The persistent decline in the express stocks tells its own story. It shows how badly they have been hit, not only by the establishment of the Parcels Post but by adverse legislation everywhere. It seems impossible that this can go no much further. While no one can say that stocks like U. S. Express have touched bottom, it hardly seems advisable to sell while the stock market generally is at such a low ebb. The chances at such a time are always more favorable to an advance than to a further decline.

M., Chicago: The two public utilities that you mention have no connection with Wall Street and no market quotations or balance sheets are available. They stand reasonably well but are not in the gilt-edge class. The sale of the securities of small public utility corporations is frequently promoted by local banking interests. They generally act with prudence. They should be willing to give investors the fullest information. 2. Goldfield Con., I am told, has exhausted its richest resources and is now, therefore, purely a speculative gamble.

Conservative, Baltimore: 1. The dividend on Ont. & Western is payable August 14th. 2. It is very easy to ascertain whether a railroad bond is a first mortgage.

(Continued on page 141)

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ILLUSTRATED WEEKLY
225 Fifth Ave., New York

Jasper's Hints to Money-makers

(Continued from page 140)

The broker who offers you the bond should tell you exactly what the bond represents. He knows whether it is a first mortgage or not. Brokerage houses of the best standing who advertise bond lists are only too willing to go into the facts. The So. Pacific first and refunding 4's are legal investment for savings banks in many states, New York included, and are secured by a direct mortgage on over 3,000 miles of road. They are not dear. San Antonio and Aransas Pass 4's are guaranteed principal and interest by the Southern Pacific and around 80 are attracting investors. The Colo. & Southern 4½'s sold not long ago at nearly par and now can be bought to yield over 5%.

D., New York: The Virginia and Southwestern Railway Equipment 5% gold bonds are well secured, according to the statement you enclose.

L., Watertown, N. Y.: The Dan Patch is certainly not "a safe investment." Leave it alone. Put your money in Wall street securities for which there is always a ready market.

D., New York: Atchison Convertible 5's, U. S. Steel 5's and Pennsylvania Railroad stock, all look cheap at current prices, in view of the decline they have sustained and the strength of the corporations they represent.

M., New York: 1. Standard Oil of New Jersey is regarded as one of the most prosperous on the list, but it is not wise to buy anything on a margin. 2. Chances favor an advance in the market always after it has had a protracted decline.

S., St. Louis: Pacific Gas & Electric Com. appears to have been sold by insiders before the dividend was discontinued. The probability favors lower prices. I hesitate to advise the sacrifice of the stock at a loss because with good management it has merit.

M., Farmers City, Ill.: The Huff Automatic stock can hardly be regarded as "a safe and profitable investment." It is better to take something that has demonstrated, by years of commercial success, its investment quality.

L., Columbus, Miss.: I regard the Indiana Pipe Line and the Crescent Pipe Line favorably, but it must be remembered that the government is endeavoring to compel the pipe lines to act as common carriers. Among the best of the Standard Oil stocks Vacuum Oil and Standard Oil of Calif. must be included.

L., Worcester, Mass.: The drop in U. S. L. & H. is explained as being largely due to the necessity of financing its increasing business. I see no evidences that insiders have been selling. On the contrary, there are indications that they have been buying. The preferred dividends are cumulative and must eventually be paid.

Beginner, Berlinville, O.: I do not advise the purchase of the so-called Trust stock at \$15 per share as an investment. 2. American Ice does not pay dividends. The 6 per cent debentures, selling around 73, have always paid their full interest. You can buy a \$100 bond at between \$70 and \$75 and this will earn you \$6 a year. This is not an investment. It is speculative.

S., Joliet, Ill.: The Galveston-Houston Interurban Land Company's offer, was based on a pretty generous price for the land and on rather high expectations of the result of the venture. The difficulty with all such propositions, is that if a stockholder wants to sell, it is hard to find a market. If he buys Wall Street securities, a market is always at hand. As to the legal question, consult a lawyer.

P., Mt. Carmel, Ill.: You have answered your own inquiry as to Illinois Central. If the Interstate Commerce Commission will give the railroads what is justly their due, their outlook will improve, but if the present oppressive policy is to be continued, the worst is in store for our railways and for business generally. It hardly seems possible that the great investing public, including 2,000,000 holders of railway securities, will permit the demagogues to go much further in their destructive policy.

B., New Freedom, Pa.: 1. Houston Oil Pfd. is in the speculative class or it would not sell around 60 while paying such generous dividends. It is mainly dealt in on the Baltimore Exchange and seems to be well regarded there. 2. The Calif. and Mexican oil stocks have not been acting as if insiders had much confidence in them. They are speculative. If one wants to buy oil stocks, he better take those that have established their merits by the payments of dividends like Texas Co. or any of the Standard Oil stocks.

Subscriber, Edmonton, Can.: A great many oil companies have been organized in California and elsewhere and the money secured from the sale of the shares is used to exploit the properties. If they fail to disclose oil in paying quantities, the stockholders suffer. It will be much wiser to make an investment in the shares of well established, dividend paying oil companies, such as those that constitute the various properties into which the Standard Oil Co. was dissolved. These pay handsome returns at prevailing prices. Any broker will be glad to give you their prices and the

dividends. Many careful investors are buying these stocks.

G., Galveston, Texas: 1. Missouri Pacific holds nearly \$9,000,000 preferred and nearly \$3,000,000, common of Wabash. 2. Missouri Pacific under President Bush is making great headway and it looks more promising than Rock Island Common. 3. It is said that if the tariff or the Sherman Law interferes too much with U. S. Steel Corporation, its Dominion charter will give it the necessary protection, at least from litigation, if it decides to operate under it on both sides of the border. Until the tariff bill is passed and its defects are clearly shown, the ability of the Steel Corporation to maintain its present rate of dividends will be questioned. 4. The shrinkage in the earnings of International Pump accounts for the decline in the stock.

SPECIAL CIRCULARS OF INFORMATION

Steel, Bangor, Me.: 1. Republic Iron & Steel showed a remarkable gain in net earnings last year and on this report the shares advanced. Whether these earnings can be maintained after the tariff cut, I greatly question. 2. A list of Standard Oil stocks and the returns they yield can be had by writing to J. Hathaway Pope & Co., 20 Broad St., New York. Their booklet will show how from \$100 to \$1,000 can be invested in dividend paying Standard Oil securities.

Auto, Dallas, Texas: 1. The leading automobile companies all report an excellent business. The Packard shipments in May were the largest on record in the company's history. 2. The Stewart-Warner Speedometer Co. has declared the regular dividends on its common and preferred shares and gives notice that it will anticipate its preferred stock sinking fund. 3. Leading brokers are now paying much attention to the requests of customers for advice as to increasing their income. Pomroy Brothers, Members New York Stock Exchange, 30 Pine St., New York, have prepared for their customers a list of 25 standard dividend-paying stocks, selling at an attractive figure. This list gives a lot of the information that you ask. Write to the above firm for their "List W-35." Any of my readers can have it.

D. & H., Dover, Del.: 1. The report of the Delaware & Hudson Co. for the first quarter of this year shows an increase of nearly half a million dollars in surplus after charges. This stock is very strongly held by investors. 2. You can buy one share or more of investment stocks like D. & H., Standard Oil, or Steel Pfd., or you can buy on a partial payment plan beginning with a payment of \$20. Write to John Muir & Co., specialists in odd lots, members New York Stock Exchange, 74 Broadway, New York, for their "Booklet No. 4" on the Partial Payment Plan.

Corn, Kalamazoo, Mich.: 1. The Corn Products Refining Co. in spite of the government suit continues to pay its 5 per cent. dividends on the Preferred and would do much better if it were not interfered with. It is one of the best managed of all the industrials, under the direction of Mr. E. T. Bedford, its President. 2. The Willys-Overland Common has just paid the regular quarterly dividend of 1½ per cent. Its report indicates a very prosperous year. 3. From 8 to 10 per cent. is a pretty good return on your money. The offer of E. Bunge & Co., 20 Broad St., New York, is based on a combination they make of dividend-paying securities. Their plan is explained in their "Combination Circular." They will send a copy to you without charge on application.

Heat, Denver, Colo.: 1. U. S. Lighting & Heating Company reports its net earnings the first four months of the year, averaged three times the preferred dividend requirement, but it has been found necessary to increase the size of the Niagara Falls plant and the earnings are being used for that purpose. I will not sacrifice the stock. 2. \$100 bonds are described in a monthly publication, published for free distribution among its customers by Beyer & Co., the \$100 bond house, 55 Wall Street, New York. Write to them for a copy and for their "Bond List L-No. 302."

Notes, New Orleans: 1. The new General Electric nine months notes were sold on the basis of a little over 6 per cent. They are perfectly good. A number of short term notes are now being offered on the bargain counter, so are a good many first class bonds. If you buy a \$1,000 bond at less than the face value, say for \$900, you are entitled to receive on its maturity, as I have said before, \$1,000 which the face represents. That is why some investors are picking up these bonds in the belief that within a few years, they will go back to their former high prices and pay not only their interest, but also a handsome speculative profit. Spencer Trask & Co., the well-known investment bankers, 43 Exchange Place, New York, are urging their customers to take advantage of the present opportunity, and have prepared a circular containing much useful information on the subject. Write to them for their "Circular 370" on "Diversified Investments."

U. P., Jacksonville, Fla.: 1. Better keep your Union Pacific. Its earnings for the past year were reported as showing 15 per cent. on the stock. 2. Good reliable 6 per cent mortgages on improved business property in any great city are always well regarded by investors. 3. The first mortgage Chicago real estate bonds you speak of have been sold for many years by S. W. Straus & Co., mortgage and bond bankers, 1 Wall St., New York. Write to them for their "Investor's Magazine" and "Circular No. 2466."

NEW YORK, July 31, 1913

JASPER

Who Owns Big Business

By E. W. Raul

FROM statesmen of the intuitive school, who evolve economic systems from their inner consciousness instead of from the study of facts and figures, we hear a great deal about the war between the people

and big business. This is equivalent to saying that the people are at war with themselves, for they own the large corporations.

The United States Steel Corporation has about 150,000 stockholders, the Pennsylvania Railroad 77,000, the corporations whose securities are listed on the New York, Philadelphia, and Boston exchanges, 2,000,000 perhaps. This does not include the numerous bondholders. The vast majority of these owners of securities are persons of small means. But this is not all; it is only a small fraction. There were 32,381,762 insurance policies in force in the United States on January 1, 1912. Taking the ratio used by the president of a great insurance company, this represents nearly 23,000,000 individual policy-holders.

More than fifty per cent. of the securities held by the insurance companies, on which the safety of the savings of the policy-holders depends, are listed on the New York Stock Exchange. Railroad securities alone are 38 per cent. of the whole. It is therefore essential to policyholders to maintain the prosperity of big business. In the recent investigation of the imaginary "money trust" by a committee of Congress, counsel for the committee placed two insurance companies in the trust category because of their large resources. Do the 23,000,000 policyholders want to be insured in strong companies, or would they prefer to have the companies attacked because they are well managed and prosperous?

In 1912 there were 10,010,304 depositors in savings banks in the United States. All these banks, the national banks, and practically all our banks have money loaned on securities of the great corporations as collateral. If unintelligent agitation forces down the prices of these securities, notwithstanding the equitable value they undoubtedly possess, the borrower becomes insolvent; and, if a bank has made many loans on such collateral, perhaps it becomes insolvent also, and its failure affects the safety of other banks. Hence it is to the interest of all customers of banks to maintain the prosperity of big business.

Several million persons are employed by the big corporations, and most of them are intelligent enough to understand that these well managed, prosperous concerns can pay them better and more regularly than if they were split into lesser organizations and fighting for their lives. In fact, it is conceivable that the capital invested in some of them may be withdrawn and placed abroad if its owners feel that their rights are seriously endangered, thus leaving their employees to seek other engagements. The American superintendent of a steel plant at Tatla, British India, points out that the cheapness and abundance of labor there overcomes all disadvantages to such an extent that the establishment's products can be delivered in the United States cheaper than they could be produced here. Thus labor is also interested in maintaining the prosperity of big business, especially as the invasion of foreign markets by big business makes work for a larger number of Americans than would otherwise be able to find employment.

A majority of the people of the United States, and almost all the brains, thrift, and industry of the country will refuse to accept the illusory theories of politicians in exchange for the solid prosperity constructed for them by our great business leaders. The politicians are willing, before elections, to promise Alaska a tropical climate, pledge the same office to a score of aspirants, and assume other obligations equally difficult of fulfillment. But no political party has a "mandate" as a "trust buster," for the Democrats were far short of a majority in the Presidential election of 1912, and they polled many more votes in 1900, 1906, and 1908 than they did last year.

If bankers and trusts have power in the United States, it is because depositors and stockholders desire it. They understand the advantage of having their affairs managed by the best business intellects. The unsupported word of our captains of industry is taken every day for millions of dollars; but how many politicians are there whose word would be taken for a hundred?

In the interest of dividends, wages, and lower cost of production, business must be maintained on a business basis by adherence to business principles. Our leaders of industry should make clear to the numerous classes mentioned above, some of whom are unconsciously opposing their own interests where their true welfare and that of all the other people of this country lies. In other words, it is time for business to enter actively into politics. The McKinley administration had the fewest trust prosecutions and the greatest general prosperity.

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To help put lots of red blood in their veins, grit in their souls and manliness in every inch of them, Manager McGraw has written especially for all real boys a great book on baseball. He has called it

"HOW TO PLAY BASEBALL"

And it tells clearly, fully, entertainingly, how every position in the game should be played and played right. It is a book that will delight every boy's heart, and if you neglect to give your boy a copy of it you'll be missing a fine chance to supply him with more abundant and better HEALTH, GRIT, MANLINESS.

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Leslie-Judge Co.
225 Fifth Avenue
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For the Sake of Her Soul

(Continued from page 136)

That was clearly Nona's way: she always "spent them." Joe, who needed money sorely, said nothing.

"And now," Nona was running on, "tell me all about yourself."

"There's nothing to tell," said Joe. "You know my father died and my step-mother moved away. I'm just where I always was."

"I knew you had been in that place, and I meant to look you up, time and time again."

"I didn't go away."

"But you didn't forget me?" Nona's tone expressed horror at the bare possibility of Joe's forgetting her.

"No, I didn't forget you; but you see, your people moved away too, and they left no address. Where are they?"

Nona worried her salad.

"I don't know," she said. She put out her hand for her wine-glass, and her hand shook. She drank. Then she looked up boldly. "Yes, I do know," she contradicted herself. "I know they're living in Brooklyn, because I had a letter from mamma only yesterday. Father won't so much as speak to me. You understand well enough how it is with me, don't you?"

It was the turn of Joe's glance to falter. However unintentionally, she had been unkind, and she was sorry.

"I—yes, I think I understand."

"Well, of course, you can't really understand. No girl that keeps perfectly straight ever can really understand a girl that doesn't. And no girl that's never been in trouble and hard up ever needs to be crooked." Before a burst of self-pity, her arrogance fell from her. "I got into trouble," she said. "That fellow we were here with that night—What was his name?"

The breath caught sharply in Joe's throat. "Boden?" She had difficulty in framing the name. "Geoffrey Boden?"

"No, not that one; the other."

Joe's dark face flushed with relief. "Oh, you mean Mr. Morton?"

"Yes, that's it: Carl Morton. Well, I saw him a couple of times, and he introduced me to a friend of his named Langdon. Langdon made a fuss over me, and I was a fool, I guess. One of the nights I pretended I was stopping with some girl in our class at high-school, father telephoned the girl and found out I lied. He kicked up an awful fuss when I got home, and kept me in nights, and wouldn't give me a cent to spend. So, one day, I sneaked out and met Langdon, and he—well, I never went back home."

"And that's—" Joe hesitated. "That's the man who came to the store with you?"

"No," said Nona, "it isn't. I had a fight with him a couple of months after I went away with him. He got jealous of another friend of his. This man you saw me with's the other friend." She paused abruptly. "Well," she asked, "what do you think of me?"

"I'm sorry," said Joe.

"You needn't be," said Nona. "Mr. Taylor—his name's Harvey Taylor—is as much in love with me as any man ever was with any woman. He thinks the world of me, and he's got lots of money. We're just as good as married even if we aren't married really."

Joe felt physically hurt. She wanted to change the subject. Nona, however, would not permit its change.

"He's going to marry me, too," she continued. "Just as soon as he gets his divorce, he is. His wife's bringing suit. It's before the courts now." She's a horrid woman, and Harvey could have divorced her a dozen times, but he's too much of a man, and so he's letting her sue him."

"Why?" Joe tried to make her question sound as kindly as it was in its conception. "—why don't you go home until the suit is over?"

"How can I? I told you father wouldn't speak to me. Oh, don't tell me I ought to try him; I have. He won't have me in the house, and he won't give me a cent. I have to live, don't I? Well, you can't expect a man of the world like Harvey to give up any money unless he gets something for it—and I couldn't go to work even if I wanted to."

She ran on and on, and her monologue awoke in its hearer a strange variety of conflicting emotions. Here was a girl that she had once known intimately and that now was worlds away from her, far more foreign than if she had been born in another land and spoke another tongue. This girl had done what it was suggested to Joe that she should do, what a hundred forces, from within and from without, were urging her toward. What had Nona gained? She had gained easy circumstances, she said that she was soon to gain marriage, and it was clear that

she believed it. Would such a marriage be happy? Joe could not tell. Geoffrey, at all events, had never so much as hinted at marriage. But was Nona happy now? Had Nona been happy since she made the great decision and left her home to test it? For those questions, too, there seemed no definite answers. To Joe it appeared, from this and that remark and allusion carelessly let fall, that Nona had been by turns extravagantly unhappy, but which element predominated, and whether the pleasure compensated for the pain—of that Joe could not hazard a guess. There remained in the end the ancient ethical problem.

Joe asked the hour. It was already ten o'clock.

"I must go," she said.

"Oh, don't," urged Nona. "Harvey won't remember seeing you in the store; even if he does, I'll explain. I've got my nerve right with me to-night. It was only not expecting to see you before—"

"It isn't that," said Joe. She was afraid that she might appear self-righteous, and if she appeared self-righteous, she would hate herself.

But Nona, drinking brandy now, was in a state of exhilaration that precluded the possibility of suspecting what Joe feared she might suspect.

"Two's company, you mean, and three's none," laughed Nona. "Don't mind that. Harvey won't. He's an awfully good sport. Come on. Wait awhile. I want you to meet him. I want you to see that I was right. You'll see it as soon as you get to know him. We'll have a party."

Joe protested as best she could, but she was sadly hampered by her desire not to hurt Nona's pride, and, while she protested, Taylor entered the room.

"Hello!" cried Nona, rising and dragging Joe toward him. "This is a long-lost friend, Harvey, and my best friend next to you. It's Miss Meggs—Joe Meggs."

Taylor extended his hand. He leered.

"I'm awfully glad to meet you," he said. "I think—I'm sure I've seen you somewhere before."

"Well, you're going to see more of her right now," said Nona, "for she's just promised to stay and take supper with us here."

(TO BE CONTINUED)

A Summer Song

Summer's in the meadows
Where the grasses sway,
Summer's in the tree-tops
Where the songsters play;
Summer's in the heavens
White and blue and gold,
Summer's in the rivulets,
Dancing, rushing bold.

Summer's in the mountains
Crowned with forests green,
Summer's in the woodlands,
Pensive, cool, serene;
Summer's in the flower beds,
Glowing, blushing sweet;
Summer's on the tawny sands,
Where the foaming waters meet.

Summer's in the azure
Of my sweetheart's eyes;
Summer's in her laughter
Soft as zephyr's sighs;
Summer's in my keeping,
It shall ne'er depart,
It reigns with Love's own radiance
In my happy heart.

OREOLA W. HASKELL.

Recent Deaths of Noted Persons



ANTHONY N. BRADY.
The widely known
captain of industry
and financier.

ALEXANDER FULLERTON, one of the best known theologians in the United States and for many years general secretary of the American section of Mrs. Annie Besant's Theosophical Society, died at Flushing, Long Island, July 21, aged 70.

John O'Callaghan, Secretary of the United Irish League of America, and for many years prominent in the fight for home rule in Ireland, died at Boston, July 27th, aged 48.

Dr. Gregory Doyle, inventor of many surgical instruments, died at Syracuse, N. Y., July 23, aged 73.

NELSON BENNETT, widely known as a railroad builder in the Northwest, died at Tacoma, Washington, July 22, aged 70.

The Army's Gift to Helen Gould

A BEAUTIFUL wedding present from 23,500 enlisted men.

The enlisted men of the United States Army, appreciating the many kindnesses that they have received from Miss Helen



The soldiers handsome wedding gift to Miss Helen J. Gould (now Mrs. Finley Shepard.)

Miller Gould, decided to present to her upon the occasion of her marriage, a gift which would be appropriate, and an enduring evidence of their good wishes. Never before in the history of the Army had a gift been made by the enlisted men as a body, and they wished to present Miss Gould with something made especially for the purpose.

There was not sufficient time before the marriage to gather the subscriptions and make the vase, so that the actual presentation was deferred until Mr. and Mrs. Finley J. Shepard's return from Europe. A subscription limited to ten cents for each man was opened. Twenty-three thousand, five hundred men contributed to the fund, which has been used for the purchase of a silver and gold rose vase.

The vase, which was made by Tiffany & Co., New York, is a little over twenty-three inches high and stands upon a green marble base. It contains 260 ounces of silver and 98 pennyweights of gold. Around the body of the vase are twelve panels, containing the following devices in gold:

Infantry, Cavalry, Field Artillery, Coast Artillery, Ordnance Department, Engineering Corps, Hospital Corps, Signal Corps, Quartermasters Department, Commissary Department, Music Department, Recruiting Stations.

Above the band of ornaments formed by the panels and chased laurel leaves is the inscription in applied gold letters:

Presented to Miss Helen Miller Gould by 23,500 Enlisted Men of the United States Army as a Token of Appreciation, 1913.

Above the inscription is a band of chased ornament of ribbons that are woven about a succession of applied gold beads. From ornaments attached to the mouldings below the panels are hung chased festoons of laurel leaves. The work upon the vase has been done with the most careful attention to details.

Leslie's Wants New Photos

PHOTOS. LESLIE'S has its own photographers nearly everywhere, but it buys photos of current events of wide-spread interest and photos of curious and unique features, from anybody who submits the best promptly. It pays for these from \$3 apiece and upwards according to their value. We repeat this announcement because we have many letters asking if we are in the market for photographs. We do not care for ordinary photographs of scenery and of events of local interest purely. It would be impossible to make room for these. Photographs of general human interest will be welcomed from any source. They must always be accompanied with a careful statement of what they represent, either in the form of a caption on the back of the photograph or on a separate slip.

The Aftermath

"Daughter and her beau must have had a terrible quarrel!"

"Why so, ma?"

"Five pounds of candy, a bunch of roses and two matinee tickets have just arrived."—Judge.

Leslie's Fifty Years Ago

Illustrations, News Items, and Comment Printed in the Stirring Days of 1863

Reproduced from Leslie's Weekly, issues of August, 1863

August, 1863

The rowing match for \$1,000 and the Championship of America between Joshua Ward of Newburg, N. Y., and James Hamill of Pittsburgh, Pa., was won by the former in 42 min. 30 sec., the distance rowed being five miles. Upwards of 20,000 people were present and an immense amount of money changed hands on the result, the Pittsburgh man being backed to win at \$1,000 to \$500.

The total public debt of the United States on July 1 shown by the books of the Treasury Department, is \$1,097,274,366. In the Secretary's report of last December he estimated that by this time the public debt would reach \$1,122,297,403. The expenditures, however, have been slightly less than the Secretary anticipated, or rather the national revenue has been somewhat greater and the public debt is therefore less by \$25,023,037 than the Secretary estimated last December.

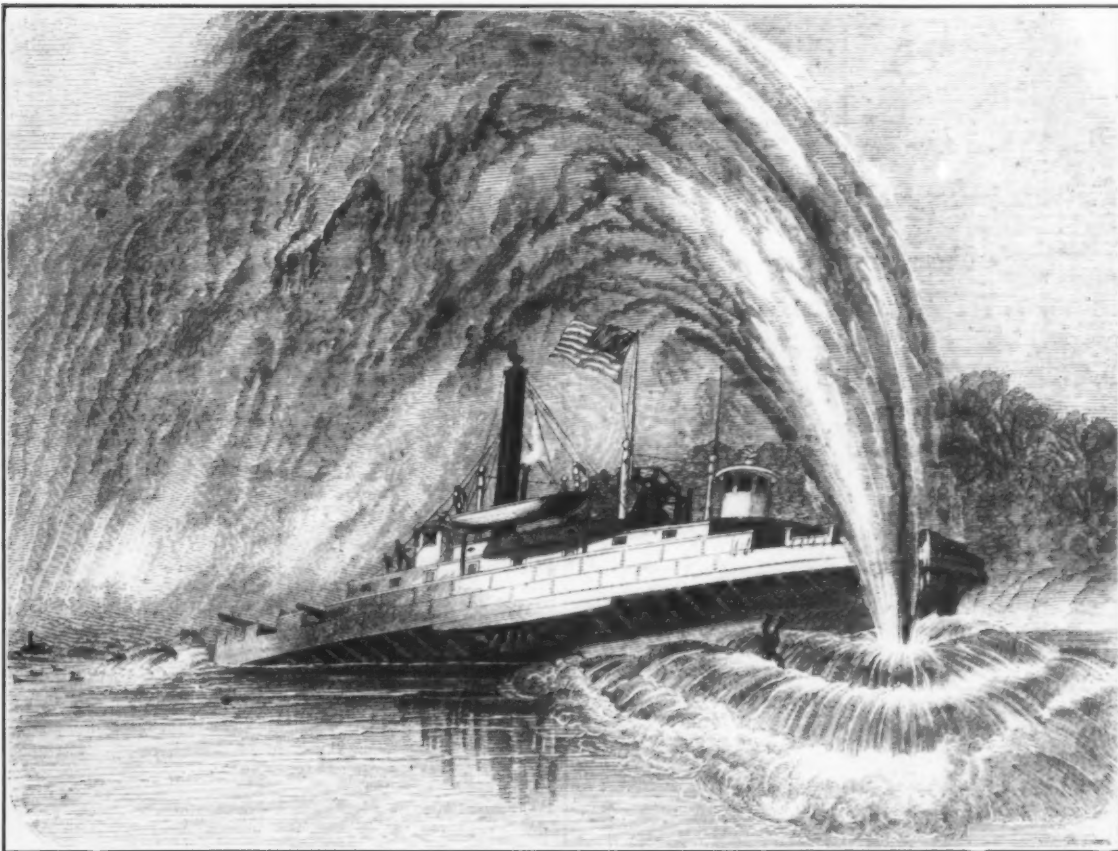
The *Great Eastern* sailed for Liverpool on the 21st July, laden with grain, provisions, etc. It is fast becoming what it is intended to be, a mammoth floating hotel. During the last passage the passengers had races on board, so wonderfully steady is this great ship.

It is said that the people of Maine are about to tap the pine trees in that State with a view to making rosin, which they think can be made as well in that region as in the Carolinas. Thus prop after prop of the South threatens to tumble out.

A lady in Avon, N. Y., had a swarm of bees gather on her sunbonnet. She took them to a hive and secured them without assistance.

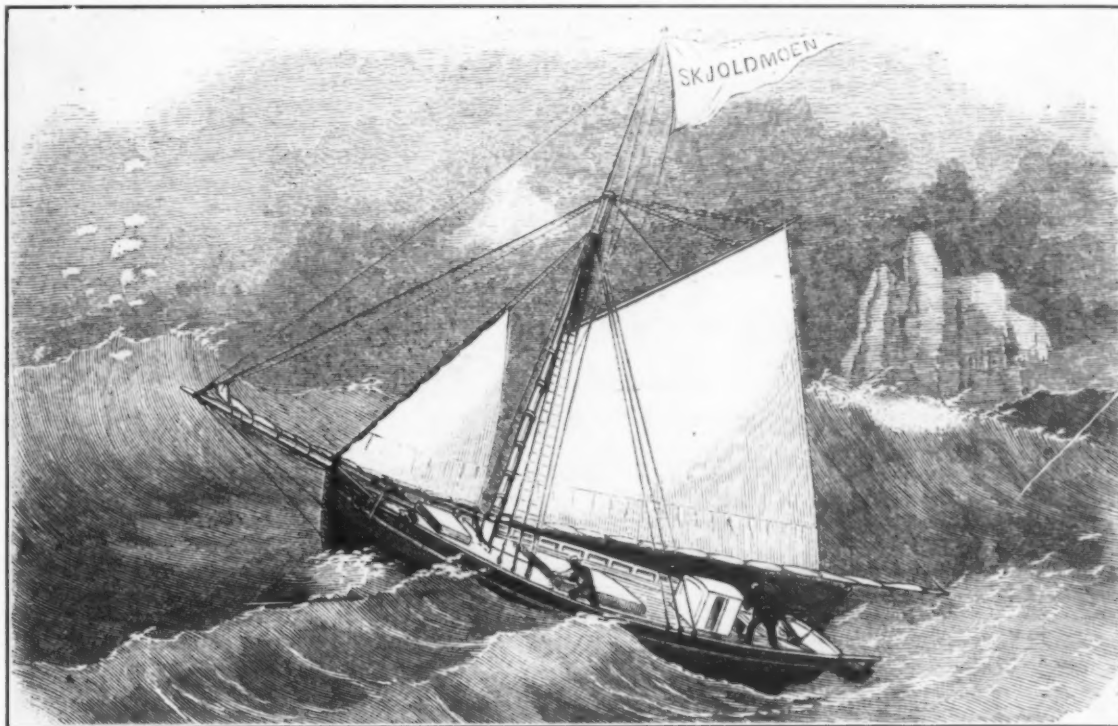
A young candidate for the Naval School from Colorado has presented himself at Newport. He came from his home alone, and 700 miles of the distance he walked.

The Cincinnati *Enquirer* of the 18th of July has a very racy account of the manner in which the celebrated freebooter, John Morgan, with 300 of his jaded guerillas, rode into a Western town, the name of which it says a sense of delicacy forbids it to mention. It appears that early one morning he and his myrmidons rode into the town, passed himself off as Col. Wolford, in hot pursuit of that notorious rascal John Morgan, and demanded fresh horses, which were cheerfully given. He and his troop then rode off amid the loudest cheers. Three hours afterwards the genuine Wolford rode into the place with horses quite knocked up, in pursuit of his bogus presentment.



Sketched by Leslie's Special Artist, F. C. H. Bonwill

THE WAR IN VIRGINIA—EXPLOSION OF A TORPEDO UNDER THE COMMODORE BARNEY, ON THE JAMES RIVER, AUG. 4th. A reconnaissance was made up the James River on August 4th, 1863, by the Union gunboats, Commodore Barney, Sangamon and Cohasset. As they proceeded up the river they were annoyed by Confederate sharpshooters in the trees and woods along the bank of the river. When within 6 miles of Fort Darling a torpedo exploded under the bow of the Barney. It was of immense force for it lifted the steamer 10 feet out of the water, and a jet of water was hurled 50 feet in the air, and then fell with deluging effect on the deck, carrying 30 men overboard. All were saved except two, but the Barney was too much disabled to proceed, and being taken in tow the fleet dropped down without accomplishing any definite purpose.



NORWEGIAN SLOOP "SKJOLDMOEN," WHICH RAN FROM BERGEN, NORWAY, TO CHICAGO

A saucily rigged little sloop, only 63 feet long, 17 broad and 12 deep, and of only 55 tons displacement, made quite a record by crossing the Atlantic in the early part of 1863, encountering several severe storms en route, then making in safety the whole dangerous course of the St. Lawrence and the Lakes. It took the little craft 90 days to make the journey. Previous to this exploit only one smaller craft had ever crossed the Atlantic. It was a cutter sloop of but 30 tons and crossed from Bordeaux to the West Indies



THE WAR IN NORTHERN CAROLINA—SPEAR'S CAVALRY PASSING THROUGH A SWAMP

A detachment of Union forces in several steamers and tug boats was dispatched in pursuit of General Ransom. At Winton, North Carolina, which was previously burned, they were joined by Col. Spear's cavalry. They occupied the town of Murfreesborough and seized the public stores. At Martin's Cross Roads they were fired upon by Confederate guerillas, who escaped. They reached Jackson and charged through in pursuit of Gen. Ransom, who, sitting leisurely on a verandah, was nearly captured. About two miles beyond an engagement took place, but the Union force was forced to retire and failed in the main object of the raid—the destruction of the enemy's railroad communications—but they brought back large quantities of supplies.

August, 1863

A lady has been drafted in Lewiston, Me. The enrolling officer, in visiting a boarding-house, asked for the list of names of the boarders. One of them was Frances Parker, signed Frank Parker. Frank Parker was accordingly enrolled, and is now drafted.

The Government has decided that all able-bodied men, between the ages of 18 and 45, who have served in the army of the United States for not less than nine months, and have received an honorable discharge, can reenlist in any regiment in the service which they choose, and become thereby entitled to the \$402 bounty.

A drafted man in Boston paid a good price for a substitute and the fellow ran off; hired another, and he skedaddled. Got disgusted, and declared he would go himself, anyhow; but the Board of Enrollment didn't see it, and threw him out on account of physical disability.

A person who was enrolled and drawn as a conscript in the Fourth District of Boston received his exemption papers on the 22nd July, under rather peculiar circumstances. He presented a certificate from the Warden of the State Prison that he had been a convict in that institution on the charge of felony, and had served out his full term of imprisonment. Of course after such an experiment, he is exempt from serving in so honorable a position as that of a soldier in the Union Army.

An amusing case came before the Justice of a small city near Hoboken last week. Two lively young gentlemen who have acquired various polite accomplishments such as cock-crowing, donkey-braying and other animalistic languages, the other night commenced a vigorous cat-erwauling under the window of a fierce old Dutchman. So admirable was the imitation that the old gentleman quietly raised the window and hurled a Niagara of the dirtiest kind of water over the offenders. They were nearly swamped. Next morning they had Mynheer Van Dunck before the Justice who fined the lively cats \$5 for provoking a breach of the peace.

The Empress Eugenie after much hesitation has finally determined on going to Jerusalem on a pilgrimage to holy places, and the project in all probability will be realized in the course of the autumn in the present year.

Punch says: "A foolish friend of ours declares that the discovery of the source of the Nile would in the dark ages have been called an act of source-ry."



THE HUNTING SEASON WILL SOON BE HERE

Are you intending to buy a new rifle or shotgun this year? If so, it is time to be looking over the various Winchester models and deciding which one is best adapted to your requirements. Don't forget to lay in a supply of ammunition also. Find out your needs now and order of your dealer early, so as to avoid the big fall rush, and the risk of annoying delays. When you do order, you can make the success of your hunting season much more certain by insisting upon having

WINCHESTER

GUNS AND AMMUNITION—THE W BRAND

No matter what you hunt, there is a Winchester gun and Winchester cartridge suitable for your purpose. There are many elements which go to make a good gun and satisfactory ammunition that cannot be seen, therefore, when buying, you have to rely to a considerable extent upon reputation. Winchester guns and ammunition enjoy an unapproached reputation the world over for quality and dependability. When you buy, if you will insist upon having Winchester make, you can feel confident of getting the fullest measure of shooting satisfaction. The **W** trade mark, found on Winchester goods, is a guarantee of

**GUNS, CARTRIDGES AND LOADED SHOT SHELLS
OF KNOWN REPUTATION AND PROVED SUPERIORITY**